



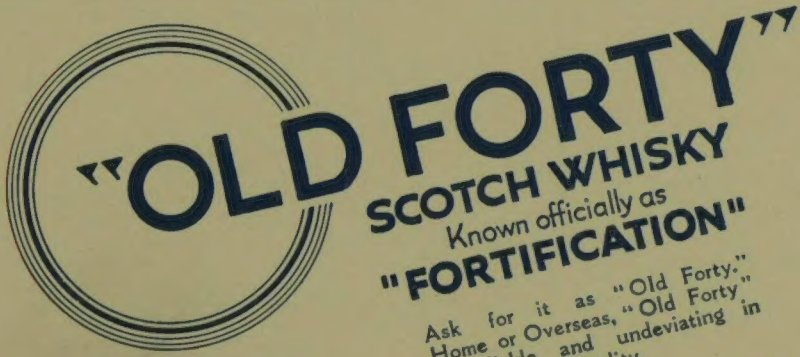
DINNEFORD'S^{REGD}

A daily dose of DINNEFORD'S PURE FLUID MAGNESIA not only keeps your Digestion in order, neutralises any excess of Stomach Acid, and encourages a natural action of the bowels. DINNEFORD'S also supplies tonic *magnesium* in the clear fluid form in which it is present in the blood and tissues. Magnesium provides by far the greater proportion of the mineral content of the brain and nerve tissue and much



nervous debility and general *malaise* is attributable to a deficiency of this vital mineral element of nutrition. Therefore DINNEFORD'S cannot fail to be generally beneficial, both physically and mentally. It is perfectly safe, for in more than a century it has never harmed even the most delicate infant. But be sure you get DINNEFORD'S PURE FLUID MAGNESIA, the *clear* fluid. Made in England.

Nothing else will keep you WELL so well



SIMPSON SHEPHERD & SONS LTD
ABERDEEN

"OLD FORTY"
SCOTCH WHISKY
Known officially as
"FORTIFICATION"

Ask for it as "Old Forty."
Home or Overseas, "Old Forty"
is reliable and undeviating in
quality.

FOUNDED
1816

ORIENT LINE TO AUSTRALIA

● WRITE for list of
Tours and Cruises

Managers: Anderson, Green & Co., Ltd.
5 Fenchurch Avenue, London, E.C.3
West End Offices: 14 Cockspur St., S.W.1
and No. 1 Australia House, Strand, W.C.2
or Local Agents

Via Gibraltar, Palma, Toulon
Naples, Port Said, Aden & Colombo
20,000 TON SHIPS

BE PARTICULAR ABOUT YOUR TEA

SILVERDALE TEA

GIVES
SATISFACTION

ENQUIRIES SILVERDALE 1, PAUL STREET, LONDON, E.C.2

Visit the LEIPZIG INTERNATIONAL INDUSTRIES FAIR 3rd-9th March, 1935. Engineering: 3rd-10th March, 1935

The World's oldest and greatest market for the Trade.

Easy and competitive buying in all lines, including machinery.

Considerable Reductions in Fares in Germany
(60%) and Europe for all Visitors.

For full particulars apply to:

TELEPHONE: MAYFAIR 5641 LONDON OFFICE OF THE LEIPZIG FAIR: 34/36, MADDOX STREET, LONDON, W.1. TELEGRAMS: "AMTERMESSE"

S.A.S.



BOLS

CURACAO

AN AFTER-LUNCH
LIQUEUR

Others of the famous Liqueurs made in Amsterdam for more than 357 years.
KÜMMEL—always with your coffee.
BOLS BLANC—for your cocktail.
CREME DE MENTHE—aids digestion.

CHERRY BRANDY—warming.
MARASCHINO—on your grape fruit.
V. O. GENEVA (HOLLANDS)—one glass a day.



MOTOR UNION INSURANCE CO. LTD

All classes of Insurance Transacted

10, ST. JAMES'S STREET, LONDON, S.W.1.



HIGHLAND QUEEN

SCOTCH WHISKY

The Scotch fir, the peat-moors, the old, old hills — all are the finer for the mellowing hand of time. And so with "Highland Queen" Whisky in which the youngest of the blend is over 10 years old.



MACDONALD & MUIR, Distillers, LEITH; also GLASGOW and LONDON.

MOTOR COACH HOLIDAYS

In GREAT BRITAIN AND GERMANY
By GLENTON TOURS, Ltd.,

At popular prices from 7 days at £8 8s. inclusive of all Hotels. All tours commence at Easter, and are described in Itineraries obtainable from Tourist & Motor Coach Agents or Glenton Tours, Ltd., New Cross Gate, S.E.14; 11, Lower Regent Street, S.W.1; 98, Leadenhall Street, E.C.3. Tels.: New X 1258; Whitehall 3535



YOUR CISTERN IN THE ROOF

supplied by BAILEY'S "CALIBAN" RAM. Worked by falls of water as low as 3 feet given by running brooks. No running costs or attention. SIR W. H. BAILEY & Co., Ltd. Salford 5, Lancs.

Thanks Dr. Pierre •

for lovely white teeth... your liquid dentifrice beats all the pastes and powders. Twenty drops, a spot of water and a dry brush—and VOILA!... teeth like snow.

Taste? A zephyr in the mouth; faintly fragrant with cinnamon, mint, cloves, aniseed—and with all their splendid antiseptic properties.

Dr. PIERRE'S
Liquid DENTIFRICE

A Dentifrice for the Discriminating. Sold by Chemists and High-Class Stores at 2/-, 3/6, 5/6, 6/6, or post free from: Savory & Moore, Ltd., 61 Welbeck St., W.1



SUBSCRIPTION RATES

OF
The Illustrated
London News

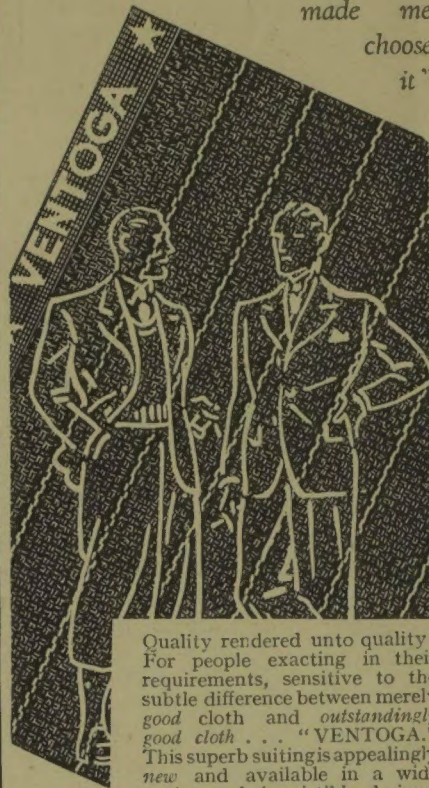
346, STRAND, LONDON, W.C.2.
Revised from January 1st, 1935

Published Weekly at 1s.	Twelve Months including Xmas No.	Six Months including Xmas No.	Six Months No Extras	Three Months No Extras
INLAND ..	£ s. d. 3 0 10	£ s. d. 1 12 3	£ s. d. 1 9 9	£ s. d. 14 9
CANADA ..	£ s. d. 3 0 8	£ s. d. 1 11 6	£ s. d. 1 9 3	£ s. d. 14 8
ELSEWHERE ABROAD ..	£ s. d. 3 6 6	£ s. d. 1 14 6	£ s. d. 1 12 0	£ s. d. 16 0

Approved by Doctors
FAMOUS SINCE 1885
RENDELLS
obtainable from
Leading Chemists everywhere

"I was attracted by its reasonable price"

"And good taste made me choose it"



Quality rendered unto quality! For people exacting in their requirements, sensitive to the subtle difference between merely good cloth and outstandingly good cloth... "VENTOGA." This superb suiting is appealingly new and available in a wide variety of irresistible designs. "VENTOGA" is now chosen by people of immaculate taste in clothes, people who also pay close attention to the important matter of value. The Leading Tailors stock "Ventoga"—insist on seeing the attractive and exclusive designs before ordering your next suit.

VENTOGA
THE All Purpose CLOTH



Somebody's coming to your House.

It is Benger time for Mother before Baby arrives, and all through nursing time and weaning.

Write for valuable Booklet, post free from Benger's Food, Ltd., Manchester.

343

CASH ADVANCES BY POST

(£30 to £5,000)

to Ladies or Gentlemen on note of hand alone

WITHOUT ANY SECURITY

RICHMOND INVESTMENTS, LTD.,
4, THE GREEN, RICHMOND, SURREY

BE TALLER! CLIENTS GAIN!
Increased my own height to 6ft. 3 1/2 ins.
ROSS SYSTEM NEVER FAILS.
Fee £2.25 complete. Details Free. Write NOW. **S. K. MALCOLM ROSS,**
Height Specialist, Scarborough, England, (P.O. Box 15)



For cleaning Silver, Electro Plate &c.

"Goddard's" Plate Powder

Sold everywhere 6d 1/- 2/- & 3/-

J. Goddard & Sons, Ltd., Nelson Street, Leicester



HE is getting on in years but he keeps so fit, because he never forgets to take his morning glass of Kutnow's.

Kutnow's Powder is a very fine Saline, which has an alkaline action. It not only neutralizes the acids and lime deposits which form in one's body, but daily removes these poisons from the system, thus preventing hardening of the arteries (arterio sclerosis) and premature old age.

Half an hour before breakfast have your valet bring you a glass of warm water with about a dessert-spoonful of Kutnow's in it. Stir briskly and drink it off.

Make this a habit and you make sure of keeping fit and living to a healthy old age.

KUTNOW'S
EFFERVESCENT SALINE
POWDER

OF ALL CHEMISTS HOME PRICE 2s. 9d.

MADRID (Spain)
HOTEL MAJESTIC
Ayala, 42
Well recommended

Offers full
board and
Spanish tuition
for £13
per month
Next course begins
March 1.

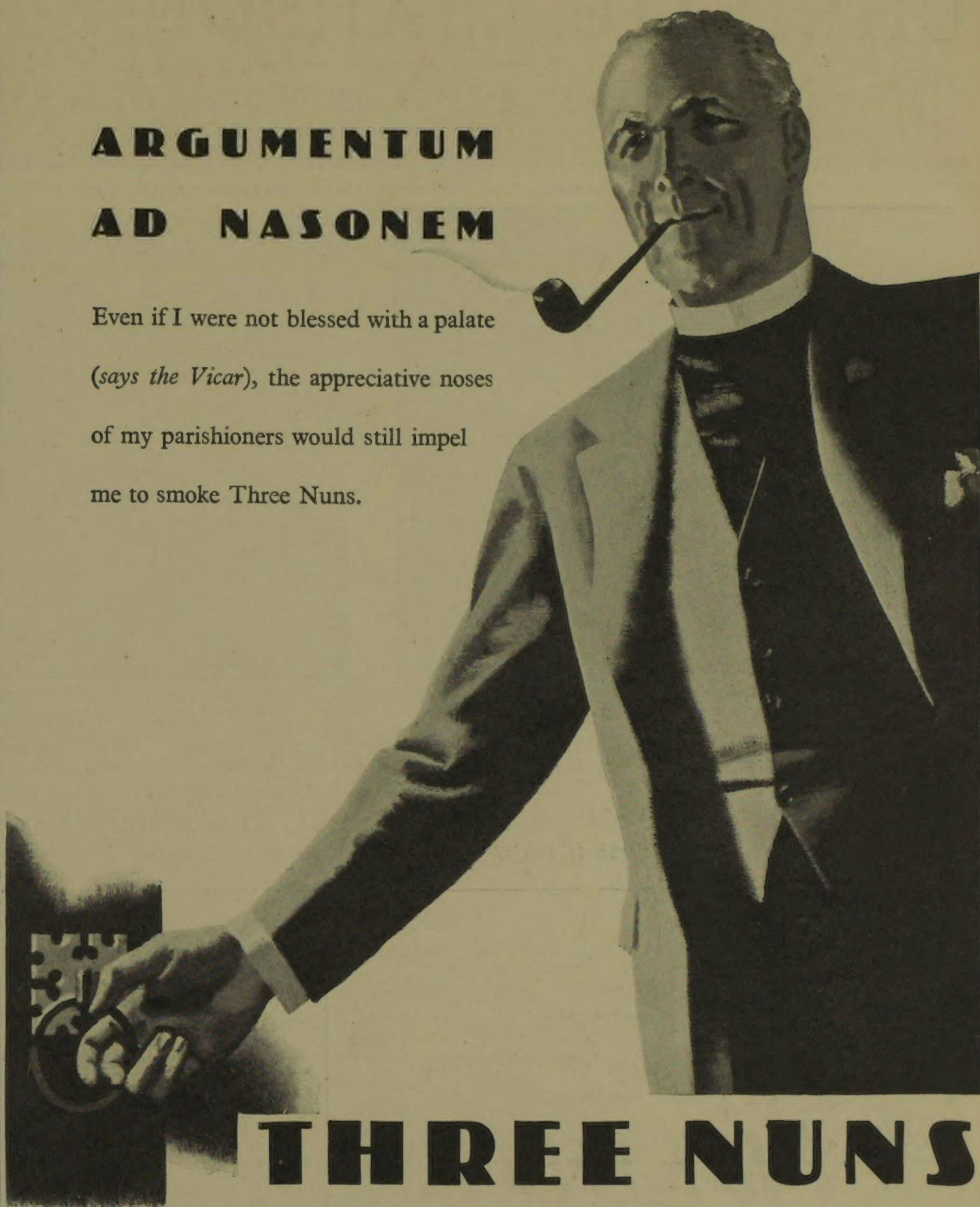
Advertisers would appreciate
your mentioning

The Illustrated
London News

when replying to their
announcements

ARGUMENTUM AD NASONEM

Even if I were not blessed with a palate
(says the Vicar), the appreciative noses
of my parishioners would still impel
me to smoke Three Nuns.



THREE NUNS

The original tobacco of curious cut—1/2½d. an oz.

Issued by STEPHEN MITCHELL & SON, Branch of The Imperial Tobacco Co. (of Great Britain and Ireland), Ltd., St. Andrew Square, Glasgow

225

116 YEARS IN SERVICE FOR THE SAILOR

The British Sailors' Society is the Oldest Sailors' Society. Through its 100 homes in world ports it is serving the needs of Seamen. Relieves the great distress caused by widespread unemployment, cares for seamen's widows, dependants and orphans, etc.

Increased support is needed for maintenance. Will you help? Please send now to Hon. Treasurer: The Rt. Hon. Sir Fredk. Sykes, P.C., G.C.S.I., etc.

BRITISH SAILORS' SOCIETY

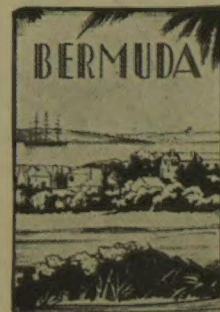
680, Commercial Road, London, E.14

General Secretary: Herbert E. Barker. Chairman: Hon. L. W. Joynson-Hicks

A thousand holiday
interests beckon you to

BERMUDA

Feel the charm of Bermuda... anticipate the holiday of your life as you read the fascinating "Bermuda Book."



Free from Tourist
Offices or write:
Pacific Steam Navigation Co., Liverpool, 3; Elders & Fyffes, Ltd., 32, Bow St., W.C.2; Furness Withy & Co., Ltd., Furness House, Leadenhall St., E.C.3; or The Bermuda Trade Development Board, 329, High Holborn, London, W.C.1.

MESSRS.

CHRISTIE, MANSON & WOODS

beg respectfully to announce that they will offer at Auction

IMPORTANT PICTURES BY OLD MASTERS*the Property of***SIR GODFREY MACDONALD OF THE ISLES, BART.***removed from Thorpe Hall, Rudston, East Yorkshire*

The Bridal Couple's Return from Church
By JAN STEEN. Lot 26



An Old Watch-Tower at the Mouth of a River
By JAN VAN GOYEN. Lot 15

ON FRIDAY, FEBRUARY 22, 1935

At one o'clock precisely

AT THEIR GREAT ROOMS, 8, KING STREET, ST. JAMES'S SQUARE, LONDON, S.W.1*Catalogues (illustrated, three shillings and sixpence) may be had of the Auctioneers*

Telephone: WHITEHALL 5056

Telegrams: "CHRISTIART, PICCY, LONDON."

There's
Health
and
Vitality
in the
OXO
Habit
18/35

CITY
OF THE
CRESCENT
MOON!

The Gateway to Asia . . rich in the arts of the dead Byzantine Empire, and the relics of the Army of the Faithful. There is a glimpse of Constantinople in the new Orient Line Travel Book. Please write, or call, or telephone for a copy, at any one of these addresses—

ORIENT LINE
CRUISES

Managers: Anderson, Green & Co., Ltd. 5 Fenchurch Avenue, London, E.C.3. West End Offices: 14 Cockspur Street, S.W.1 and No. 1 Australia House, Strand, W.C.2. Tel: MAN 3456, WHI 6981, TEM 2258

THE ILLUSTRATED LONDON NEWS

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.

SATURDAY, FEBRUARY 9, 1935.



THE FRENCH PREMIER AND FOREIGN MINISTER WORKING WITH THE BRITISH GOVERNMENT FOR EUROPEAN PEACE AND IMMUNITY FROM AIR ATTACK: M. FLANDIN (RIGHT) AND M. LAVAL LEAVING No. 10, DOWNING STREET.

After the recent discussions at the Prime Minister's London residence between the British and French Governments—the latter represented by M. Flandin (Premier) and M. Laval (Foreign Minister)—an official statement was issued suggesting a general settlement freely negotiated between Germany and the other Powers. "This settlement (it ran) would establish agreements regarding armaments which... would replace the provisions of Part V. of the Treaty of Versailles at present limiting the arms and armed forces of Germany," while "Germany should resume her place in the League of Nations." The most important of the Anglo-French proposals is

that a special Air Convention should be reciprocally concluded between the Western European Powers to ensure "immunity from sudden attacks from the air." It was resolved to invite Italy, Germany, and Belgium to consider this plan. The British and French Ambassadors in Berlin called on Herr Hitler and handed him the text of the London statement. It was reported later that Germany regarded the invitation not unfavourably, though requiring full discussion before all parties could reach agreement. On February 4 the two French Ministers returned to Paris. That evening M. Flandin gave a broadcast address on the situation.



By G. K. CHESTERTON.

THERE was recently a very reasonable and well-poised criticism in the *London Mercury* on the subject of Modern Poetry. Perhaps it took some examples of Modern Poetry a little more seriously than I can manage to do; for the Moderns, who talk about irresistible temptations to love, do not always realise that they themselves torture us with irresistible temptations to laughter. But, on the whole, the critic justified himself in preserving his gravity, and grappled with a real problem in a real and philosophical way. He did not merely despise the past; he justified the present by appeals to the past. His thesis was broadly this: that when the particular inspiration of a poetical period is exhausted, those who begin the next period are almost bound to begin it with very bare and even bald forms of expression. He based a plausible argument on the case of Wordsworth, pointing out that the poet's first attempts to find a more natural style appeared as a very naked style—or lack of style. If we accept the assumption that it was no longer possible for a man to write in the style of Dryden, even if "he had the mind," it is certainly true in that case that a more direct and unadorned manner appeared very crude and clumsy.

It did strike Wordsworth's most cultured contemporaries as being not so much the appearance of a manner as the disappearance of manners. Wordsworth's new ballads were far less classical than the old ballads. Lines like "The more did his thick ankles well," had not the natural dignity that belonged to most verses in "Chevy Chase" or "Sir Patrick Spens." It did seem like a change from natural dignity to natural indignity. And it is quite true, as the critic suggested, that this is very much the impression produced upon people of a more traditional culture by the ugliness of some modern verse. But it is perhaps an exaggeration to make Wordsworth a father and founder of the whole Romantic Movement, seeing that his friend Coleridge wrote a real old ballad in "The Ancient Mariner," with only one line "for which he was indebted to Mr. Wordsworth"; and seeing that Burns had already written and Byron was not far behind. And it marks something misleading in such sweeping classifications as "the Romantic School" that we have to class the jewelled casements of Keats with the blank and almost dead daylight of the first Lyrical Ballads. In short, the argument involves an ingenious suggestion, which in some aspects is really suggestive. But it is rather a gloomy and blasting prophecy to say that anybody who is to renew the life of English poetry must of necessity begin with writing such abominably bad poetry as some of the first poems of Wordsworth.

But another doubt stirred within me, after reading all such scientific analysis about the exhaustion of

classic poetry in the eighteenth century, or of romantic poetry in the nineteenth century. My own early education, such as it was, dates from the very end of the nineteenth century; and it was a period in which people talked a great deal about religious doubt. Religious doubt produced a good deal of doubtful religion. We are now in a time when the world is more definitely divided into denials and affirmations, and is no longer merely enjoying its doubts. But I, for one, have found that one advantage of a man ceasing to doubt about religion is that he is much more free to doubt about everything else. All the nineteenth-century sceptics about the other world were dupes about this world. They accepted everything that was fashionable as if it was final; and the revolutionary romantics, who thought they would see the end of religion, never thought

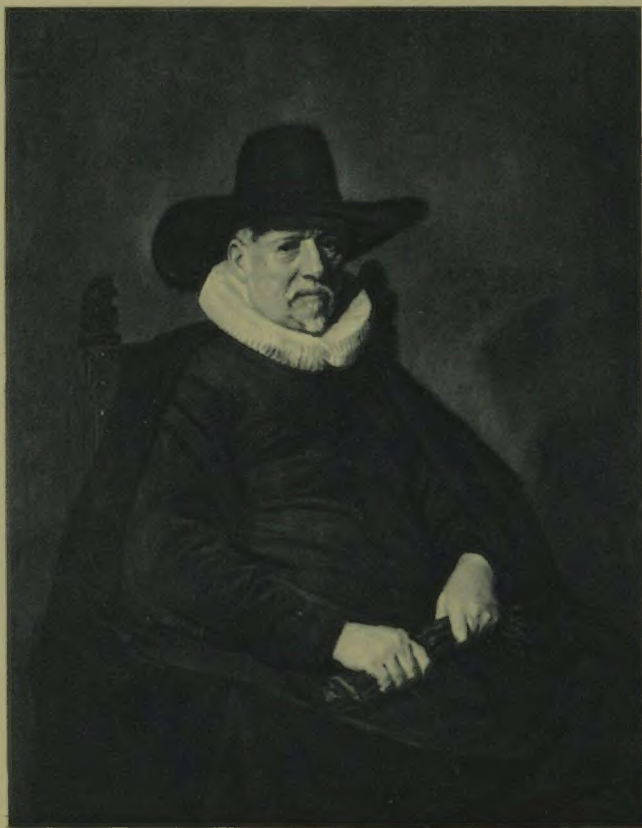
Pre-Raphaelite appeal," and so on. Now it is certainly true that we cannot write like Keats or Rossetti; at least I cannot, and it is just barely possible that you cannot. But the diabolical doubt still haunts me about whether we would not if we could. Suppose a man were to produce, let us say, an imaginative fragment that was really as good as "Kubla Khan," and more or less in the same diction as "Kubla Khan"—is it really true that we should not admire it? Is it not even probable, on the whole, that he would admire it? Would he really say to himself: "Well, I have written these lines that seem haunting and resounding; I have created these images that seem magnetic and full of magic; I have composed something that would have made me as great as Coleridge, if I had lived in the time of Coleridge. But, of course, I shall instantly put it on the fire,

because it is not obviously dated 1935; I should not dream of publishing it, because the atmosphere of the age forbids me to write good poetry in that particular manner; it is my duty to leave off, and begin to write bad poetry in the hope that it may evolve into a real twentieth-century style?"

I am sorry, but the doubt still hagrades me about whether any human being would actually behave like that. Suppose somebody did write something that was melodious in the manner of "The Garden of Proserpine," or moving in the manner of "The Lake Island of Innisfree," or even pictorial in the manner of "The Lady of Shalott," would he really drop all his dreams and be deaf to all his voices, for

fear somebody should call him a Pre-Raphaelite? I have a dark and horrid suspicion that most modern poets have not resisted any such temptations, because they have not had any such inspirations. But if the inspirations were real inspirations of their kind, or of any kind, would anybody who loves poetry care a curse about whether the modern poets were being sufficiently modern?

Note that I am not saying for a moment that new writers must not try new styles. I am resisting the veto that they must not try old styles. I am questioning this incessantly repeated suggestion, that certain particular images or cadences or conceptions have become impossible to any literary man because he has the misfortune to live at this particular moment by the clock. It seems to me to exaggerate our slavery to a season or a fashion; and to be a part of that sullen fatalism which may certainly be found in much modern poetry, but which is not poetical, but only modern. It is an irony that those who would most isolate art, in the manner that used to be called art for art's sake, are generally those who are most soaked and stagnantly drugged by the philosophy of their time; and this happens more especially when it is a moral philosophy; or, more often, an immortal philosophy.



TWO OF SIX PAINTINGS SOLD FROM THE J. P. MORGAN COLLECTION AND REPORTED TO HAVE REALISED A TOTAL OF £300,000: A PAIR OF PORTRAITS BY FRANS HALS—"HEER BODOLPHE" (LEFT) AND "MEVROUW BODOLPHE" (RIGHT), DATED 1643—WHICH WERE STATED TO HAVE FETCHED NEARLY £60,000.

Mr. J. P. Morgan, the well-known American banker, recently sold six important paintings by Old Masters from his collection. The total amount they realised was reported (unofficially) to be £300,000. The other four pictures are reproduced elsewhere in this number. These twin portraits of Heer Bodolphe and his wife, by Frans Hals (1580-1666), were said to have fetched nearly £60,000, but the name of the purchaser was not mentioned. The paintings are on canvas, measuring 48 by 38½ in., and bearing the artist's monogram and the date, 1643, with the respective ages of the husband (73) and wife (72). They were exhibited in London, by Messrs. Agnew, in 1906, just after Mr. Pierpont Morgan had bought them from the Mnizsch collection in Paris. We have been enabled to make our reproductions from prints in the Sir Robert Witt collection.

they would see the end of romance. Hence they encouraged this excessive habit of setting one style or school against another, and treated the victory of romanticism over classicism as the final victory of light over darkness. When there came in turn a victory of realism over romanticism, no people were more perplexed and irritated at the new revolution than the old revolutionists. Between them, it seems to me, they made far too much of all this grouping of literature under labels; and as they made too much of the label of Classical Poetry, and the label of Romantic Poetry, so they are now making far too much of the label of Modern Poetry.

What the world wants, what the world is waiting for, is not Modern Poetry or Classical Poetry or Neo-Classical Poetry—but Good Poetry. And the dreadful disreputable doubt which stirs in my own sceptical mind is a doubt about whether it would really matter much what style a poet chose to write in, in any period, so long as he wrote Good Poetry. Criticisms like that which I am criticising always abound in phrases like "We can no longer use the romantic form," or "The atmosphere of the age forbids us to appeal to the eighteenth-century tradition," or "Modern poets, being forced to avoid the

THE CAMERA AS RECORDER: PLACES AND EVENTS OF INTEREST.



THE AUSTRIAN RESORT THE PRINCE OF WALES IS VISITING FOR WINTER SPORTS:
THE MAIN STREET OF KITZBUEHEL.

On February 4 the Prince of Wales left London for Kitzbuehel, in Tirol, where he is spending a holiday. In the afternoon H.R.H. flew in one of his private aeroplanes from Fort Belvedere, his home near Sunningdale, to Calais. He left in the Arlberg express at 5.25, with his equerry and six other travelling companions. Owing to avalanches, his train had to be diverted from the Arlberg route through Bavaria.—[Photograph by Courtesy of Österreichische Verkehrswerbung.]



DEMONSTRATING THE FIRST OF THE NEW BOMBERS ORDERED BY NEW ZEALAND:
A VICKERS VILDEBEESTE FLOWN BEFORE THE HIGH COMMISSIONER.

The first of twelve bombers destined for the Royal New Zealand Air Force was flown at Brooklands aerodrome in the presence of Sir James Parr, High Commissioner for New Zealand. The type chosen is the latest version of the Vickers Vildebeeste (Bristol Pegasus engine), which is already in service with the R.A.F. It has been decided not to use these machines as torpedo bombers in New Zealand, and they will, therefore, have room for an extra petrol-tank.



A SERVICE OF REMEMBRANCE FOR CHARLES I.: THE GATHERING AT THE FOOT
OF THE MARTYR KING'S STATUE IN TRAFALGAR SQUARE.

The Royal Martyr Church Union held its annual service of remembrance at the statue of the Martyr King at Charing Cross on January 30, by permission of the Bishop of London. A long procession, headed by pipers and drummers and followed by several choirs and clergy in their robes, crossed Trafalgar Square from St. Martin's Church to the statue. Buglers sounded the "Last Post" and "Reveille" at the conclusion of the service.



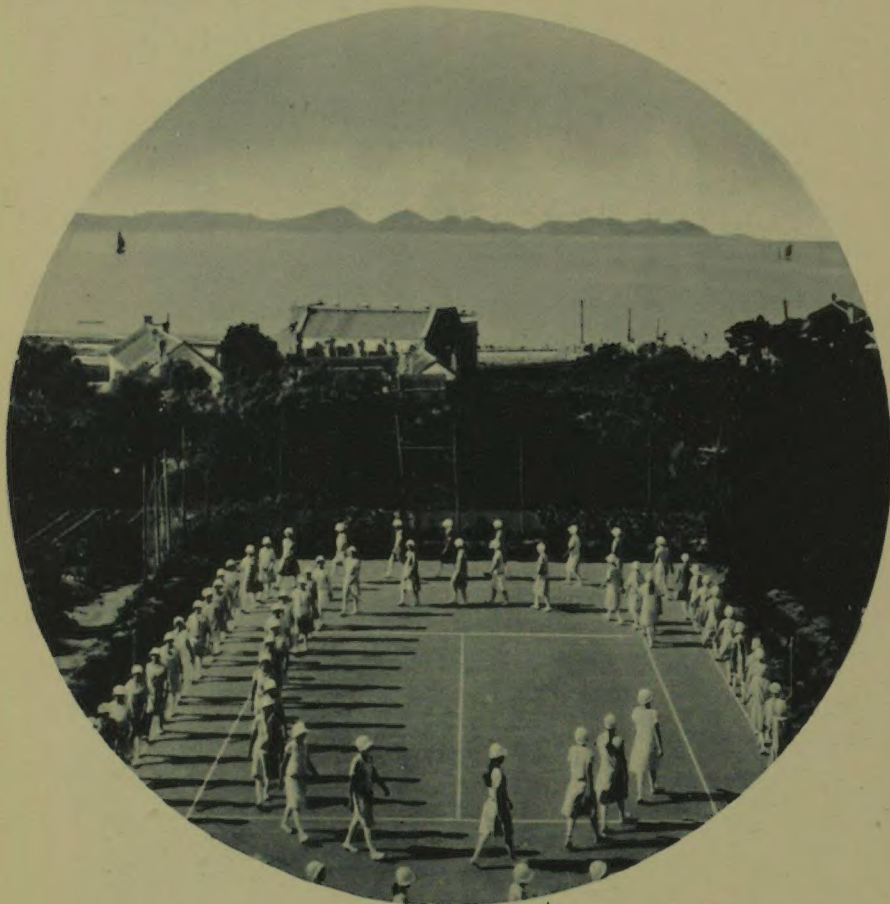
FLOODLIGHTING REHEARSALS AT BUCKINGHAM PALACE: THE FAÇADE ILLUMINATED DURING
RECENT PREPARATIONS FOR THE JUBILEE CELEBRATIONS.

Rehearsals of the arrangements for the floodlighting of Buckingham Palace at the Royal Jubilee were held recently. On the balcony of the south-east wing were six floodlights, each of 1000 candle-power. In the forecourt of the Palace, eighteen huge searchlights directed their beams on to the wing and brilliantly lit up the façade. Other floodlights directed red and blue beams on to the façade. The experiments were carried out by experts of the General Electric Company and the Office of Works.

THE "TUNGCHOW" PIRACY.



BUILDINGS OF THE CHINA INLAND MISSION AND SCHOOL AT CHEFOO; INCLUDING THE ESTABLISHMENT WHOSE PUPILS WERE INVOLVED IN THE PIRACY OF THE S.S. "TUNGCHOW," AND WERE RESCUED IN THE NICK OF TIME.



PUPILS DOING PHYSICAL DRILL AT THE CHINA INLAND MISSION SCHOOL, CHEFOO; TO WHICH THE BRITISH AND AMERICAN BOYS AND GIRLS WERE RETURNING FROM SHANGHAI, AFTER THEIR HOLIDAYS, WHEN THEIR SHIP WAS CAPTURED BY PIRATES.



THE "TUNGCHOW": THE VESSEL WHICH A BIAS BAY GANG, DISGUISED AS PASSENGERS, BOARDED AND CAPTURED OFF SHANGHAI—HERDING THE CHILDREN AND OTHER PASSENGERS INTO THE SALOONS, AND DISGUISED THE SHIP—TO BE SPOTTED BY AIRCRAFT WHEN THEY STOPPED TO TAKE LOOT ASHORE.

The China Navigation Company's steamer "Tungchow," carrying seventy British and American boys and girls from Shanghai to the China Inland Mission's school at Chefoo, in North China, on the conclusion of the school holidays, was attacked and seized by Chinese pirates on January 29 and taken to Honghai Bay, near the notorious Bias Bay. A Russian guard was killed and a British engineer, Mr. K. MacDonald, wounded in resisting the pirates. None of the children or the other passengers was harmed. The British naval authorities, fearing piracy when the ship was reported twenty-four hours overdue, dispatched vessels to search for her, as well as aircraft from H.M.S. "Hermes." Meanwhile, the pirates had turned the vessel south and looted her, and also disguised her by repainting the funnel. But when they stopped the ship on February 1 and began to take their loot ashore, they were discovered by an aeroplane from the "Hermes." The pirates then abandoned the ship, which proceeded to Hong Kong. Later, warships and Chinese troops went to Bias Bay to hunt for the pirates.

THE BRISTOL GUILDHALL FIRE.

The Civil Court of the Assize Courts at Guildhall, Bristol, was destroyed by fire early in the morning on February 1. The panelled walls of the Crown Court were damaged and the Judges' room and witnesses' room were destroyed. The Criminal Court was also extensively damaged. The Law Courts are an extension of the historic twelfth-century Guildhall, where Judge Jeffreys conducted the "Bloody Assize." They were built in 1870, in the perpendicular Gothic style. Many interesting relics of the city's architecture have been preserved here, including the fine seventeenth-century fireplace from the room where Joanna Southcott preached. This fireplace escaped damage. The valuable law library and the rooms of the offices of the Chamber of Commerce were at one time endangered, but were only harmed by water. Firemen fought the fire with water-towers. Glass fell round those below from the glass-roofed corridors, and molten metal dripped from the gutters. The caretaker and his wife and two children, who were sleeping at the top of the buildings, were warned in time to escape.

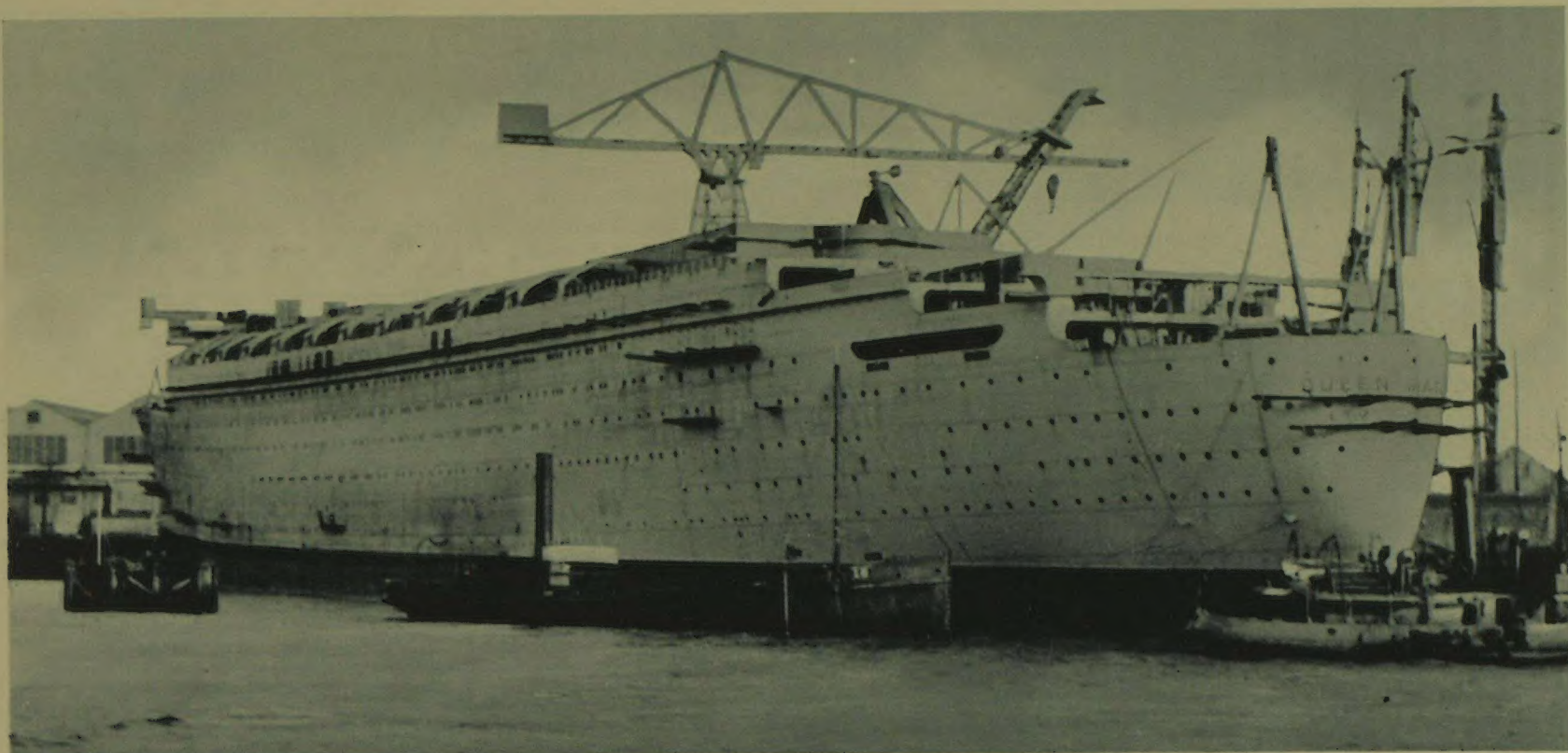


THE FIRE AT THE GUILDHALL, BRISTOL: WRECKAGE IN THE CIVIL COURT OF THE ASSIZE COURTS, WHICH WAS GUTTED—THOUGH OTHER PARTS OF THE BUILDING WERE ONLY SEVERELY DAMAGED.



FIGHTING THE FIRE FROM ESCAPES AT BRISTOL GUILDHALL: DETERMINED EFFORTS WHICH SUCCESSFULLY MASTERED THE FLAMES, SO THAT THE FIRE WAS PREVENTED FROM DESTROYING THE BUILDINGS, AND VALUABLES WERE SAVED.

THE FRIENDLY RIVALS: BRITISH AND FRENCH OCEAN GIANTS IN BUILDING.



THE NEW CUNARD-WHITE STAR LINER "QUEEN MARY": A RECENT PHOTOGRAPH OF THE GIGANTIC SHIP, IN WHICH 3000 MEN ARE AT WORK, IN THE FITTING-OUT BASIN ON THE CLYDE, ALONGSIDE THE BERTH FROM WHICH SHE WAS LAUNCHED—SHOWING (RIGHT) DREDGERS AT THE STERN CLEARING AWAY MUD AND SILT.



THE NEW FRENCH LINER "NORMANDIE" OF THE COMPAGNIE GÉNÉRALE TRANSATLANTIQUE: A SHIP LONGER THAN THE EIFFEL TOWER AND SEVEN TIMES AS HEAVY, APPROACHING COMPLETION AT ST. NAZAIRE, FROM WHICH SHE IS EXPECTED TO MOVE IN APRIL, BEFORE HER TRIALS AND MAIDEN VOYAGE TO NEW YORK IN MAY.

These two new giant liners will be friendly rivals, crossing the Atlantic always in opposite directions. Since the "Queen Mary" was launched at Clydebank, last September, work has been proceeding rapidly upon her interior fittings, a vast task which has given employment to some 3000 men on board, and a far larger number of workers in auxiliary trades elsewhere. Thus a Govan firm received an order for twenty-four steel lifeboats, fireproof and unsinkable, and each accommodating 145 people (as compared with 68 carried by the largest lifeboats in the "Aquitania"). The huge superstructures that will add to her immensity

are beginning to take shape. The "Normandie," of course, is at a more advanced stage of construction, and she is expected to make her maiden voyage to New York in May. "Her gross tonnage," according to "The Times," "is stated, pending official measurement, to be 79,280 tons—somewhat more than that hitherto given for the 'Queen Mary'—and the overall length is stated to be 1027 ft., or 9 ft. more than that of the 'Queen Mary.' The British ship is, however, longer on the water-line. . . . The 'Normandie' is 50 ft. longer than the Eiffel Tower, and weighs over seven times as much as that structure."

The World of the Kinema.

By MICHAEL ORME.

MR. EDDIE CANTOR.

NO quality is more difficult to assess on the screen or on the stage than the quality of humour. The efforts of a comedian may reduce Monday's audience to a state of helpless laughter and fall completely flat on Tuesday. So much depends on individual response to an entertainment that remains blithely on the surface of reality or romps gaily into the frankly nonsensical, avoiding, in both cases, the dramatic depths where universality abides. Satire and wit may link hands with real life, but the drolls of the theatre or of the kinema must be great indeed if they discover in their work the touch that makes the whole world kin. When, therefore, a comedian triumphs over the barriers of individual and national demands, climbing to those stellar heights where his name becomes a household word, he makes, I submit, a greater conquest, though he may be a greater star, than the dramatic actor. Moreover, his still remains the more difficult task, since he is largely dependent on his material, on the fertile brains of his authors, on his songs, his lines, his "gags"—and the less of a clown he is, the more dependent is he.

This was borne in upon me when I saw Mr. Eddie Cantor's new picture, "Kid Millions," at the London Pavilion. Mr. Cantor's hold on the imagination of the public is beyond dispute; nor has he won his present position by a fluke. This little Jewish comedian, with the big brown and wistful eyes, has scaled the ladder to fame gradually and steadily. As an amateur actor, he was fortunate in attracting the attention of Mr. Gus Edwards, who gave him his first contract. He has toured extensively, and appeared in London in a Charlot revue. He has worked with Florenz Ziegfeld, and made his screen debut in 1926 in "Kid Boots." "Whoopee," "The Kid from Spain," and the phenomenally successful "Roman Scandals" established him firmly in the limelight of public favour. He is a writer of screen stories, as well as an actor. "Caught Short," written for Marie Dressler and Polly Moran, came from his pen, and so, too, did a book of memoirs entitled "My Life's in Your Hands."

His present pre-occupation with the perils of the road and Mr. Hore - Belisha's "beacons" is well known since his recent visit to the B.B.C. resulted in a brief, but earnest, homily on the subject broadcast to the world—much, I imagine, to the world's surprise. It revealed one of the secrets of Mr. Cantor's appeal to mass imagination. Like all outstanding comedians, like Mr. Charles Chaplin, before him, "Eddie" brings to his antics, however extravagant and absurd they be, the warmth and intelligence of a mind that one apprehends as far deeper than the vehicles in which his devotees love to see him. His humour has an undercurrent of humanity.

Mr. Chaplin's alleged desire to appear as Hamlet has never amazed his more discriminating admirers, and, in the same way, it would not be surprising if Mr. Cantor chose one day to switch over to serious drama. It might be a wise and welcome decision, and of his capacity to come to grips with actuality there can be no doubt. Observe the lovable little man in a tight corner—and he is always in tight corners! How narrow is the margin between his droll reactions to danger and an undistorted reflection of fear. He is immensely funny; he could be intensely moving. Take his latest effort, "Kid Millions." A handsome picture, with plenty of pictorial polish and the added merit of substituting true choreographic grace for the

sensational mass-evolutions of the Busby Berkeley school, it does not serve the star too well in respect of amusing lines. Several good "gags" and a tuneful song or two are grist to his mill. But to my mind, nothing becomes him better than the *introduction en matière*. Here, as a male Cinderella, a waterfront waif, bullied and cudgelled by a couple of extremely Ugly Brothers and a bullying Foster-Father, he finds his escape in entertaining a bunch of ragged urchins on a neighbouring barge. He sings to them of all the wonderful things he'll do when "his ship comes home"—dreams that are realised in a fine splash of Technicolor that winds up the picture with an Ice-Cream Apotheosis.

But it is in the boyish ebullience of the opening sequence that Mr. Cantor indicates most clearly what he

on the famous book, "Bengal Lancer," by Major F. Yeats-Brown. To begin with, Mr. Ernest B. Schoedsack, to whom we owe "Grass," "Rango," and "Chang," headed an expedition to India, where he seems to have made a mighty stir. Two regiments, whole tribes of Pathan and Afghan warriors, and thousands of natives were rallied to the call of the kinema, for scenes of battle, sport, and the general traffic of the country. Some 200,000 feet of film resulted from an eight-months' sojourn round and about the Khyber Pass, Peshawar, and the Afghanistan border. Nor did the fighting subside when operations were transferred to the "home front" in California, and the actors, the "extras," every available cowboy in Hollywood, as well as a military company known as the California Lighthorse, commanded by Colonel Victor McLaglen,

took a hand in the strenuous, dangerous, incredible game of getting a big, spectacular picture on to strips of celluloid.

It will be noticed that the picture, presented at the Carlton Theatre, bears the enlarged title of "The Lives of a Bengal Lancer." Certainly Major Yeats-Brown's chronicle covers two lives at least—that of the soldier, keen on his *métier*, on polo and pig-sticking and occasional jollification; that of the thinker, fascinated by the mysteries of India, probing into the depths of her religion, and persistently seeking the solution of her secrets. Obviously, the kinema is no place to explore those paths, down which even the writer ventured but a step or two. The veils he sought to lift remain untouched, the famous regiment moves into the foreground, and the demands of the screen have added to those dual lives referred to the lives of three lieutenants, closely interlocked in peace and peril. The drama that emerges is reminiscent of that inspired by the Foreign Legion. In fact, a mixed bag of accents causes one of the characters to wonder whether he has landed in that colourful army in stead of in the 41st Bengal Lancers! But this tale of a young subaltern, straight from Sandhurst, who is taken under the wings of two brother-officers, is good rousing stuff.

The boy, sensitively played by Mr. Richard Cromwell, suffers under the severity of his father, the Colonel, a martinet with high principles of duty. The youngster drifts into dalliance with a beautiful spy, and falls into the power of the treacherous Mohammed Khan. His two friends go to his rescue. Their disguise is of no avail, and all three are imprisoned, tortured, seemingly helpless when the tribesmen, fully armed with stolen



BENGAL LANCERS IN JEOPARDY IN "THE LIVES OF A BENGAL LANCER," BASED ON MAJOR YEATS-BROWN'S FAMOUS BOOK: A DESPERATE ATTACK ON AN AFRIDI STRONGHOLD, IN WHICH THREE OF THE REGIMENT'S OFFICERS ARE IMPRISONED.



AS A BRITISH OFFICER IN "THE LIVES OF A BENGAL LANCER": FRANCHOT TONE AS LIEUT. FORSYTHE.



RICHARD CROMWELL AS A YOUNG SUBALTERN IN "THE LIVES OF A BENGAL LANCER."



GARY COOPER IN THE UNIFORM OF A BENGAL LANCER; AS THE HEROIC LIEUT. MCGREGOR.

could do with a straight comedy part. It is no easy matter to keep the musical extravaganza up to the level of comic invention once attained. "Roman Scandals," with its felicitous fundamental idea and its thrilling "high-light" in the excitement of the chariot race, set a standard which "Kid Millions," though it has its popular aspects and the tremendous drawing-power of its star to commend it, does not reach. Why should not Mr. Cantor follow the example of Mr. Harold Lloyd and change his beacons? (No reference to Mr. Belisha intended here!) It would be an interesting experiment, and one which Mr. Cantor, *persona grata* with the public at the moment, could undertake with impunity.

"THE LIVES OF A BENGAL LANCER."

Four years of intensive preparation, we are informed, lie behind the making of Paramount's new picture, based

ammunition, prepare to annihilate the advancing Lancers. But Mr. Gary Cooper, the dogged hero of a hundred scraps, and the debonair Mr. Franchot Tone, are not so easily disposed of. Their escape, their attack from within, their dare-devil courage, add to the tense excitement of as terrific a *mêlée* as ever capped a military drama. The whole production is staged on a vast scale, against a grandiose panorama of mountain ranges. The well-written dialogue is kept, in the main, in a key of easy humour, even if the Colonel, a well-established character, finely played by Sir Guy Standing, is called upon to deliver occasional homilies to rebellious youth. Spectacular, convincing, diversified by tent-pegging, hunting, and the amenities of a friendly Emir's palace, the picture not only entertains, but transports us in imagination to the "Marches of the North-West," where—to quote the closing words of Major Yeats-Brown's programme-preface: "Men hold their lives lightly, but their honour high."

"THE BENGAL LANCER" FILMED: A MOVING AND REALISTIC "TALKIE" BASED ON THE FAMOUS BOOK.



A REALISTIC SCENE IN THE "LIVES OF A BENGAL LANCER," THE FILM BASED ON MAJOR YEATS-BROWN'S FAMOUS BOOK, FOR WHICH A GREAT "EXPEDITION" WENT TO THE NORTH-WEST FRONTIER IN ORDER TO OBTAIN AUTHENTIC SETTINGS.



THE THREE BENGAL LANCERS IN THE POWER OF THE KHAN: YOUNG STONE, WITH FORSYTHE (FRANCHOT TONE) AND MCGREGOR (GARY COOPER)—WHO HAVE ATTEMPTED TO RESCUE HIM AND BEEN CAPTURED—ENTERTAINED BY THEIR CAPTOR.



THE BENGAL LANCERS REVENGE THEMSELVES IN FULL MEASURE ON THEIR CAPTORS: MCGREGOR AND FORSYTHE ESCAPE AND TURN A MACHINE-GUN ON THE AFRIDIS, WHO ARE BEATING OFF A DESPERATE ATTACK BY THE REGIMENT.



YOUNG LIEUT. STONE, OF THE BENGAL LANCERS, IS CAPTURED AND TAKEN TO THE STRONGHOLD OF A REBEL BORDER CHIEF: DOUGLAS DUMBRILLE AS MOHAMMED KHAN; AND RICHARD CROMWELL AS STONE.



THE BENGAL LANCERS IN THE KHAN'S PRISON, WHERE THEY ARE TORTURED IN AN ENDEAVOUR TO FORCE INFORMATION FROM THEM: GARY COOPER, RICHARD CROMWELL, AND FRANCHOT TONE.



THE KHAN'S PRISONERS ESCAPE AND FOIL HIS PLANS TO ANNIHILATE THE REGIMENT: MCGREGOR (GARY COOPER) KNOCKS THE WATCHMAN OF THE AFRIDI STRONGHOLD FROM HIS TOWER.

"The Lives of a Bengal Lancer," the film based on Major Yeats-Brown's famous book, had its première at the Carlton on January 31. In the film, Lieut. Stone joins the Bengal Lancers, of which his father is Colonel. A border chief, Mohammed Khan, is suspected of obtaining ammunition in large quantities with the object of organising a revolt. The Lancers are sent to watch him, but young Stone is captured through the intrigues of a beautiful woman spy of the Khan, and held as hostage. The Colonel will not risk the regiment to rescue his son; but Stone's friends, McGregor and Forsythe, determine to get him away. They gain admission to the Khan's strong-

hold disguised as merchants, but are recognised and captured. The Khan tortures them in order to find the whereabouts of the ammunition. McGregor and Forsythe remain firm, but Stone gives the information. As the Bengal Lancers are about to attack the Khan's impregnable fortress, McGregor and Forsythe escape. They are able to turn the battle in the Lancers' favour; and Stone kills the Khan. McGregor loses his life, but receives a posthumous V.C., and Stone and Forsythe are awarded D.S.O.s. An appreciation of the film, which took four years to make, no pains being spared to achieve perfect realism, will be found on the opposite page.



THE WORLD OF SCIENCE.



THE ANTLERS OF DEER, AND HOW THEY GROW.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

TO those who love the country, the return of spring brings the return of the time for making further efforts to penetrate the mysteries of life. In the garden, and outside it, the apparently lifeless

horns against the branches of trees. We must suppose that this rubbing is done to allay some feeling of irritation akin to itching, rather than "for the sake of appearances." And a similar occurrence of this irritation would seem to set in just as the horns are ready to be shed, for they are commonly knocked off by swinging the head against a tree. The shed horns, during the winter, are frequently eaten, at least in part, as if to furnish material for the formation of new bone for the oncoming period of developing new horns.

This annual shedding and renewal is a very puzzling phenomenon. To cast away as useless a pair of horns weighing perhaps as much as 100 lb., and then, presently, to begin growing a new pair, seems to be a very wasteful procedure, and we see evidence of the strain on the system when, with advancing years,

animals whose horns were abnormally smooth and nearly white. But more than this; he once shot a sambar wherein one horn was of this smooth, bleached type, while the other was shorter and still in velvet. But I can find no records of a similar kind in any other species of deer.

On the other hand, we have the remarkable contrast found in Père David's deer, which sheds and renews its antlers *twice* in one year. Père David's deer is also in other ways a very singular species. As a wild animal it seems to have been exterminated in the far distant past, and no man can say where its days of freedom were passed. It was first brought to the notice of European zoologists by the French missionary, explorer, and naturalist, Père David, who, looking over the wall enclosing the great park of Non Hai-tzu, south of Peking, saw large herds of a very wonderful deer, the like of which he had never seen before, donkey-like in appearance, for the horns had been shed—and with a long tail. But by bribing the Tartar guards he succeeded, a few months later, in getting the skins of a stag and hind. Meanwhile the French Ambassador, by diplomatic means, secured a living pair, but the stag died soon after leaving the park. The skins, however, were sent to Paris, and described by Milne Edwards as a new genus and species of deer.

Unfortunately, the whole stock of this fine animal, which had lived for so many centuries in this park after the wild stock had been exterminated, was destroyed after they had escaped through breaches in the park walls, caused by a great flood. A few, however, were captured and brought to Europe; and all that survive, I believe, of these are now at Woburn Abbey, the seat of the Duke of Bedford, who has done so much for the acclimatisation of rare animals.

It was here that the surprising bi-annual shedding of the horns was brought to light. And they differ from those of all other deer, as will be seen in the accompanying photograph of an animal just shedding the final remnants of the "velvet," which is hanging in shreds. It will be noticed that there is no "brow-tine," as in our red deer, and that the main beam is forked at the tip; while low down, and from its hinder border, it gives off a long tine directed upwards and backwards.

In Fig. 2 they are seen half-grown, and covered in "velvet." The magnificent antlers of the wapiti are seen in Fig. 1. Here the "velvet" has almost fulfilled its work, for nothing now remains but to complete the two tines at the top of the beam. At their maximum, in the moose, such horns may weigh as much as 80 lb., while a weight up to 70 lb. has been recorded for the red deer.



1. A FINE SPECIES OF DEER NEARLY RELATED TO THE RED DEER, WITH WHICH IT IS SOMETIMES CROSSED WHEN KEPT IN PARKS: A WAPITI WITH THE HORNS OR ANTLERS ABOUT THREE-QUARTERS GROWN AND IN "VELVET."

trees are giving evidence of returning vitality; the bare earth is everywhere showing promise of the immediate advent of gay flowers, while the birds are no less plainly manifesting a quickening of the pulse of life. In this transformation scene there are some items which can be followed leisurely, so slowly do they change. Others change swiftly, then for a time remain fixed, finally to disappear with disconcerting suddenness.

An instance of this kind which I have in mind just now is the budding and development of the antlers of deer, which may be looked for very shortly now. But fully to appreciate the nature of these weapons one must pause a moment to consider how profoundly they differ from the horns of cattle, antelopes, sheep, and goats. These are bony outgrowths from the roof of the skull, at first solid, then having their substance transformed into a system of irregular girders enclosing spaces filled with air, while the whole outgrowth is covered by a thick layer of horn. By common usage, when we speak of the "horns" of cattle we have really in mind only this outer sheath, and are not conscious of the bony core which it conceals. But such horns are permanent, and, though they take many strikingly different forms, they never, save in the case of the prong-buck, develop anything in the nature of a "branch."

Now the antlers of deer are always branched, and in no two species are they ever alike in this respect. Often, indeed, that branching is of a very elaborate nature and of great beauty. And, again, there are some species, like the caribou and the moose, wherein no two individuals of the same *species* are ever alike, and the range of variation they display is astonishing. To get this fact well driven home, one should examine a large collection of such heads in some museum, though I know of no museum where any attempt is made to draw attention to this mysterious variation.

Just now, however, I am thinking not so much of these differences of form as of the singular fact that they are shed each year, at the end of the breeding season, to be renewed in the spring. Then from the short base left after the "horn" has fallen there appears a tumid swelling, covered with fine velvety hair. Gradually this assumes the form of a column, and then begins to branch, until at last the characteristic form is complete. Now this covering of "velvet" conceals and protects a mass of blood-vessels which, by some strange alchemy, deposits bony tissue. When no more is required the supply of blood at the base is cut off, and as a consequence the blood-vessels dry up and the "velvet" peels off, hanging in unsightly rags, which are removed by rubbing the



2. PÈRE DAVID'S DEER WITH THE ANTLERS NEARLY HALF-GROWN AND STILL COVERED IN "VELVET": A MALE WHOSE UNTIDY APPEARANCE IS DUE TO THE OLD COAT, HALF-SHED, STILL REMAINING IN PATCHES.

these wonderful weapons begin to lose weight and size, and to reduce the number of their "points." Does the blood generate, or carry, this horn-forming material only just before and during the growth of the horns? Presumably this is so, and this function is conferred upon it by those mysterious ferments known as "hormones," set free during the seasonal activity of the reproductive organs. That these horns are shed annually seems to be an almost invariable rule. I say "almost" advisedly; for some years ago Major F. G. Alexander stated that he was fairly certain that the sambar, of the jungles of India, will sometimes pass a year without shedding the horns. And this because he had shot



3. A MALE MI-LOU (PÈRE DAVID'S DEER) WHICH HAS NEARLY COMPLETED THE GROWTH OF ITS ANTLERS, FROM WHICH THE "VELVET" IS SEEN HANGING IN RAGS: A RARE SPECIES, EXTINCT AS A WILD ANIMAL, WHICH SHEDS ITS ANTLERS TWICE A YEAR.

This rare deer is extinct as a wild animal, only breeding in captivity at Woburn Abbey, the seat of the Duke of Bedford. It was first seen by Père David, a French missionary, in the great park at Non Hai-tzu, south of Peking.

THE LARGEST ELEPHANT TUSK DISCOVERED IN ENGLAND: HOW SUCH PREHISTORIC RELICS ARE PRESERVED.



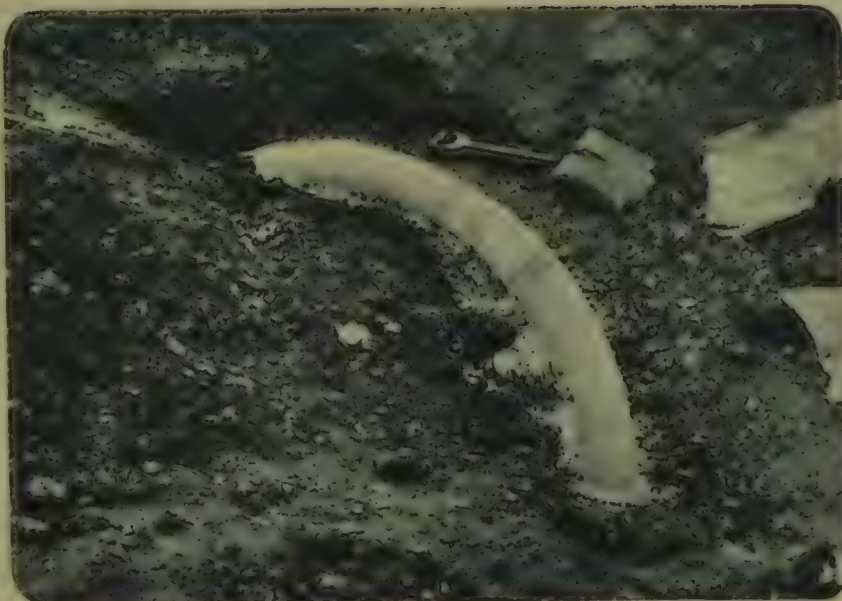
1. A TUSK OF *ELEPHAS ANTIQUUS*, 9 FT. 6 IN. LONG, FOUND IN THE BARNFIELD PIT, SWANSCOMBE, KENT: THE RELIC AFTER IT HAD BEEN UNCOVERED, BUT BEFORE ANY PLASTERING HAD BEEN DONE.

FOR many years it has been known that the gravel-pits situated on the hundred-foot terrace of the Thames are rich in the relics of Prehistoric man and of contemporary animals. Recently I received a trunk call from the manager of the Barnfield pit, Swanscombe, Mr. J. Cornhill, telling me that the workmen had come across an interesting relic in fragile condition, and I went down immediately with an assistant and found part of a large tusk uncovered, and in a very friable condition. Luckily I had brought all the equipment for

[Continued below,

pieces about 4 in. square, and these were applied to the exposed surface with the help of a brush and water. (Great care must be taken here that all exposed surfaces are well covered, and that the paper is getting into every slight depression on the surface, leaving no air-holes.) Now came the most difficult part of the whole work, difficult because it must be done at great speed, and yet with very delicate touch. Into a basin half-full of water we sprinkled enough plaster of paris to bring the mixture to the consistency of thin cream, and the damp strips of hessian were plunged into this, and then applied one after another on top of the tissue paper over the whole exposed surface of the tusk. Each strip has to overlap the preceding one like tiles on a roof, until the whole exposed surface is done. For a big specimen like this gigantic tusk, several mixings of plaster are required, and the basin must be properly washed out between each mixing, or else the next lot of plaster will not set properly. After that, the first coat of plaster and hessian had to be allowed to set. Two 9-ft. bars of $\frac{1}{2}$ in. diameter, curved so that they exactly corresponded to the inner and outer curves of the tusk, were then fixed into position with further layers of plaster and hessian,

[Continued below,



2. THE ELEPHANT TUSK, PROBABLY THE LARGEST AND FINEST EVER FOUND IN ENGLAND, AFTER THE FIRST COAT OF PLASTER HAD BEEN PUT ON—A STAGE IN THE LONG AND DIFFICULT TASK OF PRESERVING IT.



4. THE TUSK AFTER IT HAD BEEN TURNED OVER, AS DESCRIBED IN DR. L. S. B. LEAKEY'S ACCOMPANYING ARTICLE, READY FOR THE PLASTERING OF THE UNDER-SURFACE: A PHOTOGRAPH SHOWING THE CRACKED CONDITION OF THE IVORY.

and the day's work was over. Nothing could now be done till the upper surface was set and dry. After two days, we carefully undercut the gravel from the tusk, leaving only small supporting pillars, and then finally, with the help of four men, the tusk was turned over so that it lay on its plastered surface, and the whole process was repeated for the under-side. The tusk has now gone to the Natural History Museum, as a gift from the Associated Portland Cement Company, who are the owners of the pit. The tusk, although slightly curved, is that of the straight-tusked elephant, or *Elephas antiquus*. It was a warm-climate animal, and its range included Europe during the inter-glacial periods.—L. S. B. LEAKEY, F.S.A., F.R.A.I.



3. THE TUSK AFTER TWO IRON BARS HAD BEEN INSERTED TO STRENGTHEN THE SPECIMEN AND ALLOW IT TO BE SAFELY MOVED; THEIR OUTLINE SHOWING ON EITHER SIDE UNDER A COATING OF HESSIAN AND PLASTER.

preserving bones when in a bad condition, and I set to work at once. Slowly and gradually we uncovered the specimen, applying preservative to the exposed surfaces as we went, and after about four hours' work, there lay before us a tusk 9 ft. 6 in. long, probably the largest and finest elephant tusk ever found in England. Uncovering it was the simplest part of the work, and then we had to get it into such a condition that it could be safely moved. In uncovering the specimen, great care had to be taken only to expose the upper part and the sides, so that the tusk remained resting upon the gravel in which it lay. The next step was to cut up some open-weave hessian into strips about 8 in. long and 2 in. wide, and to soak these so as to remove the dressing. Next, fine tissue paper was torn into

[Continued at top,



5. A TUSK OF THE SAME SPECIES (*ELEPHAS ANTIQUUS*) FROM OLDOWAY IN TANGANYIKA TERRITORY: A SPECIMEN EXCAVATED BY DR. LEAKEY IN 1931—VERY SIMILAR TO THE NEWLY-DISCOVERED SWANSCOMBE TUSK, WITH WHICH IT SHOULD BE COMPARED.

ARCHAEOLOGY IN RELIEF OF UNEMPLOYMENT.

IRISH PREHISTORY RESEARCH ORGANISED BY THE FREE STATE OFFICE OF PUBLIC WORKS; ONE OF THE SITES EXCAVATED—THE AGHNASKEAGH CAIRN, WITH A MEGALITHIC BURIAL AND A BRONZE AGE SMELTING-FURNACE.

By E. ESTYN EVANS, F.S.A., Director of the Excavations. (See Illustrations opposite and on page 204. Numbered in Accordance with the Author's References.)

DURING the season of 1934, several important field investigations into the prehistoric archaeology of Ireland were carried out under a scheme organised last summer by the Office of Public Works of the Irish Free State. The spade work of these excavations was done by out-of-work men chosen from the locality of each ancient monument selected, a plan which not only relieved local unemployment, but will also foster interest in the rich cultural background of rural life. The scheme was directed on the archaeological side by Dr. Adolf Mahr, head of the National Museum of Ireland, to whose energy its success was largely due, and into whose charge the main finds go.

The discoveries described below were made between Aug. 13 and Sept. 6 last, during the excavation, under this scheme, of a megalithic monument in the townland of Aghnaskeagh, Co. Louth, five miles N.N.E. of Dundalk, and a short distance from the main Dublin-Belfast road. Mr. H. G. Tempest, of Dundalk, who, with Mr. T. G. E. Powell, assisted the writer in the work of supervision, and who possesses an unrivalled knowledge of his district, discovered the cairn earlier in the summer. Lying in agricultural land among a tangle of old field-walls overgrown with dense thorns, it had previously escaped notice.

The megalith is one of an extensive series which occupies the southern foothills of the complex of much-faulted Tertiary intrusive mountains stretching from Slieve Gullion on the north-west (in Northern Ireland), to the sea at Carlingford. Glacial deposits scraped from the hills enrich the soil all along the southern side, and the megaliths tend to be sited near the upward limit of this agricultural land.

bones and funerary vessels, the rest were packed with earth and stones, and yielded nothing beyond an occasional fragment of bone.

The place of primary interment occupies an eccentric position between three standing stones on the east side of the cairn (Figs. 5, 6, 13, and 14). Two great uprights, 9 ft. long, one granite and one shale, form a "portal" on the north; the third is smaller, and faces the portal 8 ft. away. These uprights were originally covered, it must be surmised, by a single colossal covering stone, of which a possible fragment lies alongside. A long granite block forms the eastern wall of a rough chamber marked out by the uprights, but the western side is occupied by horizontally laid blocks in place of an orthostat. The burials—for the most part incinerations, but including also inhumations—had been made in pockets of brown earth set around with rough stones after the manner of

constructional devices had been employed in building the cists; some are rectangular, and some polygonal in shape; only one cist had a cap-stone (Fig. 12); the others were partly corbelled, and then covered by round boulders (e.g., Fig. 11). While three were filled with fine soil containing incinerated human

datable horizon. Under the whole monument, save where secondary disturbance had occurred, a floor of specially prepared grey earth, flecked with charcoal, was found. It averages 3 in. in thickness, and had been laid down on the clean brown subsoil. In it were discovered a number of worked flints and polished potsherds. Though analogy suggests that this layer had ritual significance—a similar prepared floor was found to underlie the Brownod Horned Cairn, Co. Antrim (excavated in May 1934 by the writer, in co-operation with Mr. Oliver Davies)—there is evidence to show that it also served as a cement to fix the great standing stones in place.

Another novel feature of the Aghnaskeagh cairn is a pavement of granite flags (Figs. 4 and 6) attached to the northern (frontal) edge, measuring 5 ft. by 9 ft. Though its central point lies on the long axis of the parabola, the pavement is set at an angle of 15 deg. to it, so as to face the portal of the chamber. This platform recalls the paved forecourts of the horned cairns of Northern Ireland and the Isle of Man, which are sometimes set askew to the burial chambers. Investigation of the pavement showed that it had been partly built over one end of an earth-dug pit (15 ft. by 3 ft. by 2 ft. deep), which had been deliberately filled up with black earth and stones. The pit runs S.W. N.E.; the pavement covers its south-west end, and the other end is lined with stones for a distance of 6 ft. on either side, in the shape of an elongated horseshoe (Figs. 4 and 6). A fire-pit, floored with charcoal, occupies the entrance, or door,

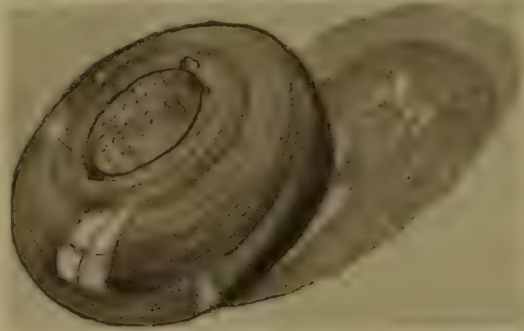


FIG. 1. A BLUE GLASS BEAD OF MEDITERRANEAN ORIGIN, FROM THE CAIRN'S CHIEF GRAVE, AND PROBABLY DATING FROM 1600 B.C. (THREE TIMES ACTUAL SIZE.) Mr. Evans describes this bead as "perhaps the first found in a datable association in Ireland." In his article here he mentions that it was doubtless imported from the eastern Mediterranean, and that, coming from a megalithic site, it "provides Irish archaeology with a much-needed datable horizon."

small cists. Sealing all was a thick layer of black earth full of charcoal, and, to judge by the reddened and fractured stones, ritual fires had been made in the chamber. Above the charcoal came the stony material of the cairn.

The burial-earth yielded several worked flints and sherds of Neolithic ancestry but early Bronze Age date. More important and exceptional is a perforated glass bead of an exquisite blue, doubtless an import from the Eastern Mediterranean region (Fig. 1). It is provisionally dated by Dr. Mahr to 1600 B.C. This discovery, in a closed deposit of megalithic association, provides Irish archaeology with a much-needed

between two granite jambs, much fractured by intense heat (Figs. 7 and 8). On the north-east side, an earth-cut flue, 1 ft. wide and 1 ft. deep, extends horizontally for 6 ft. (Figs. 4 and 6). Both in the filling material and on the old ground surface round about, many lumps of fused shale and quartz, and much metallic slag gave evidence of the great heat generated in this prehistoric smelting-furnace.

Its antiquity is clear from the associated finds—worked flints and sherds. Moreover, if the granite pavement is to be regarded, as I believe, as an integral part of the burial monument, then the furnace is pre-megalithic in date. Further proof of its age is provided by the discovery of clinkers, not only in the body of the cairn, and in the filling of one of the secondary cists, but also underneath the foundation layer of the cairn. This is believed to be the first Bronze Age smelting-furnace found in the British Isles. By a lucky chance, it remains in almost perfect preservation, and can be dated to megalithic times. It can be argued, further, that the furnace was deliberately filled in and its roofing stones removed to form the pavement when the megalith was constructed. On general grounds, I should date the furnace to about 1800 B.C.

A pile of grey, cement-like earth (Figs. 4 and 7), similar to that used for the foundation of the cairn, was uncovered beneath a modern field-wall. This, I interpret, subject to analytical examination, as the waste of the furnace; it would owe its colour to a high ash-content, and may represent the cleared-out earth or sand-bed of the furnace, on which the smelting process was carried out. It seems probable that the megalith-builders utilised the waste for the ritual foundation. The Aghnaskeagh excavations illustrate the wealth of material that may remain to be discovered in apparently ruined monuments, and the science of prehistoric archaeology must be deeply indebted to the Free State Office of Public Works for its enterprise.



FIG. 2. AN URN OF THE "FOOD-VESSEL" TYPE FOUND (WITH TWO OTHERS) IN CIST NO. 1: A DISCOVERY THAT DATES THE CISTS TO THE BEGINNING OF THE FIRST MILLENNIUM B.C.—THE LATE MIDDLE BRONZE AGE. (6 IN. WIDE AT THE WIDEST PART.)

Among the best known of the group are the horned cairn of Annacloghmullin (now entirely destroyed), and the magnificent "dolmen" of Proleek or Ballymascanlan. It is significant that the area, though traversed by main road and railway, remains to this day a region of survival of old ways and old physical stocks. The Aghnaskeagh cairn, when cleared of loose stones and vegetation, proved to be parabolic in shape (20 yards by 12), with the wider end facing north. (See plan, Fig. 3.) Its outline is marked by a kerb of small stones (Figs. 9 and 10), differing in character from the bedded uprights often found surrounding megalithic cairns. The narrow end has three parallel kerbs inside, one of them constructed in two courses. The average height of the cairn above field level was 2 ft.

In the south-west sector, the stratification showed many signs of disturbance, and here were discovered, sunk below the original level of the clean subsoil under the cairn, six secondary interments. They may be dated, on the evidence of a complete food-vessel of well-developed type (Fig. 2), found with two others in one of the cists, to the beginning of the first millennium B.C.; the Late Middle Bronze Age. Various

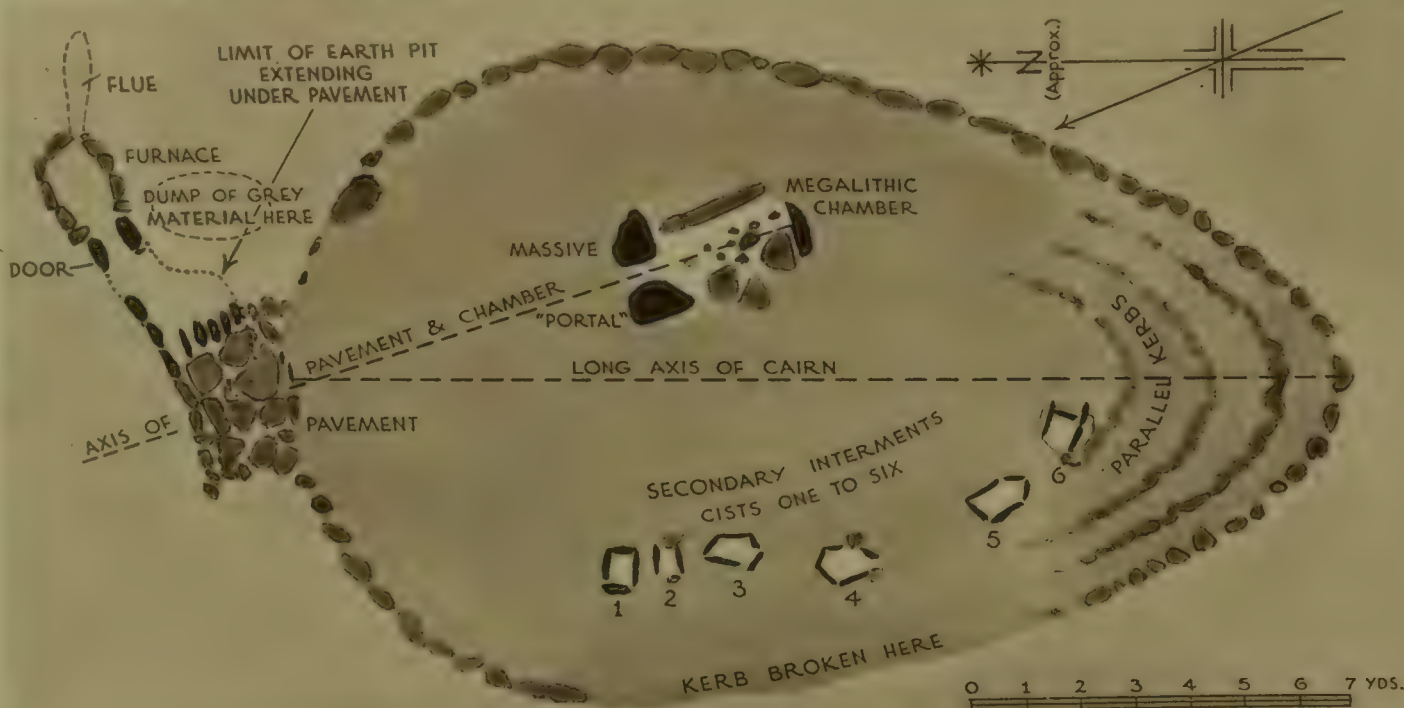


FIG. 3. THE GROUND PLAN OF THE AGHNASKEAGH CAIRN: A DIAGRAM SHOWING THE PRIMARY INTERMENT (A MEGALITHIC BURIAL CHAMBER) IN THE EASTERN (UPPER) SIDE; THE SIX CISTS (SECONDARY INTERMENTS) ON THE WEST SIDE; THE SURROUNDING KERB OF STONES AND THE SMELTING-FURNACE BEYOND THE PAVEMENT AT THE NORTHERN (LEFT) END. (SIZE INDICATED BY SCALE IN YARDS.)

In this drawing the upright stones (in the burial chamber and the cists, and between the pavement and the furnace) are shown darker than those lying flat.

Measured and Drawn by E. E. Evans.

THE FIRST BRONZE AGE SMELTING-FURNACE FOUND IN THE BRITISH ISLES?

SEE ARTICLE OPPOSITE AND ILLUSTRATIONS ON THE NEXT PAGE.



FIG. 4. BELIEVED TO BE THE FIRST BRONZE AGE SMELTING-FURNACE FOUND IN THE BRITISH ISLES AND ASSIGNED TO ABOUT 1800 B.C.: THE FLUE (RIGHT FOREGROUND) OPENING INTO THE FURNACE BESIDE THE AGHNASKEAGH CAIRN, NEAR DUNDALK.



FIG. 5. PART OF THE CAIRN AFTER COMPLETION OF REPLACEMENTS: A VIEW FROM THE SOUTH-EAST, SHOWING THE THREE UPRIGHTS OF THE PRINCIPAL (MEGALITHIC) INTERMENT, AND WALLS BUILT TO ENCLOSE THE SMELTING-FURNACE BEYOND.

In his article opposite, Mr. E. Estyn Evans states that the well-preserved furnace (here illustrated) at the north end of the Aghnaskeagh Cairn, near Dundalk, is believed to be the first Bronze Age smelting-furnace found in the British Isles. He dates it to about 1800 B.C. When the megalith was constructed, he thinks, the furnace roof was removed to form the adjacent stone pavement. The pile of grey, cement-like earth, uncovered beside the furnace, was probably waste from it, and was partly used for the foundation layer of the cairn. To follow the lay-out of the cairn and furnace, shown here from different points of view, the photographs should be carefully compared with the ground-plan (Fig. 3) on the opposite page.



FIG. 6. THE AGHNASKEAGH CAIRN: A GENERAL VIEW LOOKING SOUTH, SHOWING THE FLUE AND FURNACE (JUST ABOVE WALL-FOUNDATIONS IN CENTRE FOREGROUND), THE PAVEMENT (RIGHT), AND THE MEGALITHIC CHAMBER UPRIGHTS (LEFT BACKGROUND).



FIG. 7. THE SMELTING-FURNACE (ORIGINALLY ROOFED) SEEN FROM THE OTHER SIDE: A VIEW LOOKING N.E., SHOWING THE DOOR-JAMBS, THE GREY EARTH DUMP (TO RIGHT OF DOOR), AND THE COURSE OF THE FLUE (INDICATED BY MR. TEMPEST'S STICK).



FIG. 8. THE FURNACE DURING EXCAVATION: A VIEW LOOKING EAST INTO THE DOOR, SHOWING THE FRACTURED JAMB (RIGHT) AND THE FLUE END OF THE FURNACE NOT YET CLEARED, WITH BLACK IN-FILLING STILL IN POSITION.

The author's descriptive note on Fig. 4 reads in full as follows: "General view of pavement, furnace and flue, looking westwards along the flue (right foreground). The door of the furnace (opposite its flue end) is in the middle distance, and the dump of grey earth alongside to the left. Beyond are the pavement and the north end of the cairn (which turns southward to the left, out of the picture). The black filling of the earth-plt and stones buttressing the pavement are seen in section. The two flagstones lying by themselves to the left were probably originally part of the furnace roof." Reports of analysts showed that the furnace had been used to smelt iron—evidence that the cairn was used for burials in the Early Iron Age.

BRONZE AGE IRELAND: A MEGALITHIC CAIRN SOME 3500 YEARS OLD.

SEE ARTICLE AND ILLUSTRATIONS ON TWO PRECEDING PAGES



FIG. 9. THE WESTERN EDGE OF THE AGHNASKEAGH CAIRN (FOUND NEAR DUNDALK) AFTER REPLACEMENT OF STONES: A VIEW SHOWING PART OF THE ORIGINAL KERB AND THE ENCLOSING WALL BUILT BY THE EXCAVATORS.



FIG. 10. THE SOUTH-WEST EDGE OF THE AGHNASKEAGH CAIRN: A VIEW LOOKING NORTH-WEST, SHOWING A LINE OF ORIGINAL KERB STONES (RE-SET IN CEMENT) AND AN INNER WALL IN TWO COURSES.



FIG. 11. THE CIST WHICH CONTAINED THE FOOD-VESSEL (FIG. 2 ON PAGE 202) AND TWO OTHER FUNERARY URNS: THE FIRST IN THE SERIES OF SIX SECONDARY BURIALS FOUND WITHIN THE CAIRN. (SEE FIG. 3.)



FIG. 12. CIST NO. 6 (THE ONLY ONE IN THE CAIRN WITH A CAPSTONE FOUND IN POSITION), WHICH HAD EVIDENTLY BEEN PLUNDERED: A VIEW TAKEN FROM THE NORTH-WEST, SHOWING THAT THE NEAR SIDE-SLAB IS MISSING.



FIG. 13. ARCHÆOLOGICAL RESEARCH THAT HAS RELIEVED LOCAL UNEMPLOYMENT: WORK ON THE AGHNASKEAGH CAIRN—A NORTHWARD VIEW, SHOWING (IN THE BACKGROUND) THE WOODS OF RAVENSDALE, NOW IN CHARGE OF THE FREE STATE FORESTRY DEPARTMENT.

These photographs further illustrate the article on page 202, by Mr. E. Estyn Evans, describing a cairn excavated at Aghnaskeagh, in County Louth, five miles from Dundalk, and are numbered to correspond with his references. The cairn was outlined by a kerb of stones differing from the bedded uprights often found. The principal burial-place had two uprights 9 ft. high (one granite and one shale) forming a portal at one end, with a smaller upright at the other. An indication of its date was afforded by a glass bead (Fig. 1 on page 202), provisionally assigned to 1600 B.C. Elsewhere in the cairn were six secondary burials, in cists, one containing a food-



FIG. 14. THE MEGALITHIC CHAMBER (PLACE OF PRIMARY INTERMENT IN THE CAIRN) AFTER EXCAVATION: A WESTWARD VIEW, SHOWING THE TWO UPRIGHT PORTALS, ONE (RIGHT) OF GRANITE, AND THE OTHER OF SILURIAN SHALE (WITH A 3-FT. ROD TO INDICATE HEIGHT).

vessel and two other urns belonging to the beginning of the first millennium B.C., the Late Middle Bronze Age. As noted on the preceding page, where a general view of the cairn is given, there was also found, adjoining it, a Bronze Age smelting furnace even earlier than the monument, and believed to date from about 1800 B.C. For the relative positions of the various structures in and beside the cairn, the ground-plan (Fig. 3) on page 202 should be studied in comparison with the photographs. In Fig. 10 above, showing part of the cairn in process of replacement, the positions of four cists are marked by upright hedge-cut sticks.

TRAINING RUSSIA'S RED ARMY: A FORCE WITH A 940,000 PEACE STRENGTH.

IT has long been known that the peace establishment of the Russian Army is much in excess of 562,000 men, the official figure given at Geneva. On January 30, M. Tukhachevsky, Deputy Commissar for Defence, acknowledged the fact in a long report to the Congress of Soviets, announcing that the numerical strength of the Red Army had been increased to 940,000. He added that the war expenditure of the U.S.S.R. in 1935 would be 30 per cent. more than the amount expended in 1934. The expenditure in 1934 was five hundred million pounds. He concluded with the words: "War against us is being prepared at an

[Continued on right.]



SOLDIERS OF RUSSIA, WHOSE PEACE STRENGTH IS ACKNOWLEDGED TO BE 940,000; NOT 562,000, AS OFFICIALLY REGISTERED IN GENEVA: INFANTRY MARCHING IN MASSED FORMATION DURING A CEREMONIAL PARADE IN MOSCOW.



Continued.]

ever-increasing tempo. We understand this and, therefore, we are alert. . . . Let the enemy come. We are ready under the iron leadership of Voroshiloff." A correspondent of "The Times" has suggested that recent speeches by Soviet leaders indicate that such statements are made by way of warning to Germany and Japan, and are designed to check aggressive intentions which, ostensibly, the Bolshevik leaders fear. On the following pages will be found further illustrations of Soviet military activity, and detailed quotations from the speech in which M. Tukhachevsky described the increase in Russia's military force.

A CRACK SHOT IN THE MAKING: A GAS-MASKED INFANTRYMAN GIVING A DEMONSTRATION OF THE PROWESS THAT HAS MADE HIM A MOST EFFECTIVE UNIT IN AN ARMY DESCRIBED BY M. TUKHACHEVSKI AS WORKING DAY AND NIGHT FOR NATIONAL DEFENCE.

RUSSIA'S ARMY: INCREASED ARTILLERY AND AIR POWER AND



THE SOVIET AIR FORCE, INCREASED 330 PER CENT. DURING RECENT YEARS, ACCORDING TO M. TUKHACHEVSKY'S SPEECH IN THE SOVIET CONGRESS: A PARADE OF BIG MACHINES.



FURTHER EVIDENCE OF THE EFFICIENT INDUSTRIAL ORGANISATION WHICH NOW EQUIPS THE RED ARMY: A PARADE OF MOTOR MACHINE-GUNS IN THE RED SQUARE, MOSCOW.



AEROPLANES OF A FORCE WHICH HAS NOT ONLY BEEN ENORMOUSLY ENLARGED IN THE COURSE AND PURSUIT 'PLANES MUCH INCREASED: AN IMPOSING ARRAY OF SOVIET



MECHANISED ANTI-AIRCRAFT DEFENCE IN RUSSIA: A WINTER MANOEUVRES STUDY OF AN GROUND-AND MACHINE-GUNNERS; WITH A WEAPON MOUNTED ON A LORRY.

As noted on the preceding page, M. Tukhachevsky, Soviet Deputy Commissar for Defence, recently informed the Congress of Soviets that the Red Army's real peace strength was 940,000, not 562,000. The announcement was received with enthusiasm. The new total does not include the frontier guards, the territorials on short-term training, the military preparation battalions, or the semi-military "Osoviakhim" organisation. M. Tukhachevsky said that in the last four years the Air Force had



THE SOVIET MECHANISED ARM, INCREASED OVER 700 PER CENT. IN RECENT YEARS, ACCORDING TO M. TUKHACHEVSKY: SIGNALLING FROM A TANK.

been increased by 330 per cent.; and that the flying speed of pursuit 'planes and bombers had been nearly doubled, while their fighting range had been increased three to four fold. The number of light tanks had increased in the same period by 760 per cent., and medium tanks by 792 per cent., with a three to six fold increase in speed. Air machine-guns showed an increase of 800 per cent., and heavy artillery one of 210 per cent. The quality of the latter arm, he said, was now

"LIGHTNING MARCHING SPEED."



EVIDENCE OF THE AVOWED DESIGN OF SOVIET RUSSIAN STRATEGISTS TO GIVE THEIR FORCES GREAT MOBILITY: A SECTION OF A SPACIOUS "TANKDROME," PACKED WITH TANKS.



OF RECENT YEARS, BUT HAS HAD THE FLYING SPEED AND RANGE OF ITS BOMBERS TWO-SEATER FIGHTERS—FITTED WITH SKIS FOR WINTER FLYING.



POLITICAL INSTRUCTION IN THE RED ARMY: A LECTURER AT HIS DESK, WHICH BEARS THE LEGEND: "IS EVERYTHING CLEAR AND UNDERSTOOD? IF NOT, ASK!"

extremely high, both in guns and ammunition. Last year an enormous system of permanent concrete frontier fortifications was completed; both on the East and the West. The great distances from the western to the eastern frontiers of Russia made the permanent transfer of divisions from one front to another impracticable in war-time, and this explained the increase in the peace strength of the army and the heavy sacrifices made for the full garrisoning of frontier fortifications. Another



INSTRUCTING THE SOVIET SOLDIER IN FAR EASTERN AFFAIRS: THE LECTURER POINTS TO VLADIVOSTOK ON A MAP LABELLED "JAPAN HAS SEIZED A LARGE PART OF CHINESE MANCHURIA."



AN ARMED APOSTLE OF WORLD REVOLUTION—OR A PATRIOTIC DEFENDER OF THE SOVIETS AGAINST "CAPITALIST AGGRESSION"?—A FINE TYPE OF RED RUSSIAN SOLDIER.

point touched on by M. Tukhachevsky was that the object was now to produce the maximum of mobility in the Red Army. He claimed that he had already achieved "lightning marching speed" compared with a few years ago. He also spoke of the Red Army as "a force for peace." Another fact divulged by M. Tukhachevsky was that since 1931 the number of submarines had increased 435 per cent.; and that of light torpedo craft 370 per cent.

THE UNENDING EPIC.

BEING AN APPRECIATION OF
"HISTOIRE DE LA MARINE."*

(PUBLISHED BY "L'ILLUSTRATION.")

OUR distinguished and venerable contemporary, *L'Illustration*, has rendered a conspicuous service by presenting naval history, itself a perennially interesting

much of the evidence before the eyes, so that he who runs may read. The transition from the galley to the sailing-ship—from crude man-power to skilled use of natural

forces—roughly corresponds to the division between the ancient and the modern world. From the Middle Ages onward there is rapid development in the creation of scientifically-designed, manageable, and beautiful vessels; in the formation of great national fleets; in the expansion of sea-borne commerce; and in the invention of weapons. The great nations of Europe compete with each other energetically in opening up the world and in establishing dominion of the seas; and in "discovery" lies an epic

size, and safety. Three principal events mark the stages in this coming-of-age: the use of steam-power for ships, the substitution of the screw for the paddle-wheel, and the replacement of wood by iron and steel. The scientific-mechanical age did not come suddenly or without long preparation. From at least the fifteenth century, numerous attempts at mechanical propulsion had been made, chiefly by means of hand-operated paddle-wheels or automatic oars; many of them are amusingly illustrated in these pages. The first marine steam-engine was the work of Denis Papin, in 1695: the reward of his ingenuity was that his invention was seized and broken up, as an unholy thing, by the boat-builders of the Weser. To Robert Fulton and to America—as everybody knows—belongs the credit of having convinced the world of the practicability of the steam-driven ship. It is, perhaps, not so commonly known that Fulton experimented successfully with the submarine and the torpedo. His motive, apart from scientific curiosity, sounds strangely paradoxical to modern ears. "He had a profound idealism; his motto was that 'The freedom of the seas will ensure the peace of the world,' and he sincerely believed that his inventions of naval engines of destruction would contribute to this ideal." Let us hope that his spirit did not revisit the earth a century after his death!

The first steamship to cross the Atlantic, in 1819, was the *Savannah*, a curious, stocky little craft of 350 tons, with detachable paddle-wheels. Partly by steam (with wood fuel) and partly by sail, she made the crossing in eighteen days—a very creditable performance by comparison with modern speeds. The screw was employed with success as early as 1843, though it was not until about 1864 that the paddle-wheel ceased to be used for ocean-going ships. Combined steam-and-sail continued in common use until the 'nineties. In size, development was somewhat slow by comparison with the giant strides of the twentieth century. Perhaps the fate of the celebrated *Great Eastern*, of 23,800 tons, was a deterrent: its failure was due to the fact that at that period scientific design had not caught up with commercial ambition. In the 'nineties, a vessel of 12,000 tons was considered very large. It does not seem so very long—actually it was thirty years ago—since the *Mauretania*, of 31,000 tons, was one of the world's marvels: to-day the greatest liners are more than twice her size. In one department of modern invention there still seems to be something of a "lag." Sea-travel is still, by comparison, tediously slow, in proportion to the vast distances which are covered. Shall we, perhaps, see within the next generation a much greater rate of progression in this respect than has occurred in the last half-century?

Our authors naturally devote much attention to the evolution of modern navies and their armaments, and here they are able to draw upon all the resources of modern photography and reproduction. A fascinating section is that which describes and illustrates the main processes of modern ship-building. The long and gradual development of the submarine is also admirably set forth. Nor are the "side-shows" of the sea neglected: there are interesting concluding sections on the different vocations connected with the sea, on harbours, inland waterways, and lighthouses.

A ship is one of the most impressive of man's works. It has beauty, or power, or both. Nothing of artificial making can exceed in grace and symmetry the well-designed sailing-ship; nothing symbolises power so dramatically as a modern battleship. It may be imagined, therefore, that the superb illustrations of this book have a special attraction, and they would justify this elaborate publication even if they were not accompanied by so much excellent history. This journal may be pardoned a certain pride in the fact that it has made, by friendly and very ready *entente*, some modest contributions to so rich a gallery.



A "PRIZE" TOWING ITS CONQUEROR! A CURIOUS REVERSAL OF POSITIONS AFTER THE SMALL SHIP HAD CAPTURED THE LARGE ONE—AN UNUSUAL INCIDENT OF BYGONE NAVAL WARFARE.

From a Drawing by Ozanne, in the Musée de la Marine.

subject, in its most attractive form. To the resources of historical research and technical learning it has added the advantage of illustration on an unprecedented scale of accuracy, beauty, and abundance. Besides remarkable *albums de luxe* of the Great War and of the French Colonial Empire, it has produced an invaluable "Histoire de l'Aéronautique." It is not long since we appreciated in these pages (in our issue of Oct. 20, 1934) a classic History of the French Navy, from the house of Larousse. The present volume, "L'Histoire de la Marine," is even more ambitious, for it offers a continuous story of man's conquest of the sea—and there is probably no more romantic chapter in human history. Nobody can traverse the ocean in a great ship without a sense of wonder at the achievement which it represents, or without the consciousness of being heir to a long history of daring, adventure, perseverance, and ingenuity.

We have, then, within the 500-odd glossy pages of this prodigious volume a sketch of effort and development extending over—how long? The Editors suggest a hundred thousand years. It is a guess, and probably a conservative one. At no time in the whole of that period has salt water ceased to be one of the most dominant, insistent factors in man's physical world. Few inland peoples have achieved permanent mastery in the world's affairs; most of them have had to be content with an ultimately subordinate position, though there have been phases of history when inland peoples, like the Mongols, have enjoyed temporary and bloody triumph. For the maintenance of world-influence—and, indeed, in sheer self-protection—nations like the Romans have been driven to marine enterprise, much against their natural inclination. In short, M. G. Toudouze, who edits the ancient-historical section of this work, is guilty of no overstatement when he writes: "There is a law which dominates all history. It has known no exception, not even a temporary exception, and in every clime and in every age, it has governed—tyrannically, decisively, inflexibly—the joys and sorrows, the rise and fall of nations. It may be stated in two complementary propositions: every people which has established mastery of the sea has prospered and has enjoyed good fortune; and, conversely, every people which has lost mastery of the sea has lost therewith wealth and liberty. Thus man is ever the slave of the sea."

At no time were these axioms better illustrated than in the alternations of sea-power round the "Cradle of Civilisation," with which, after a glance at Mesopotamian and Egyptian antiquities, the first section of this volume is concerned. The story of Phoenicians, Greeks, Romans, and Carthaginians—a story which will never lose its significance to civilisation—is here told with no less spirit than learning. The next great sea-epic of history takes us to the more formidable waters of the north. Despite all that the Age of Discovery was to exhibit in romance and audacity, the exploits of the Vikings still remain unsurpassed in history. It expresses it mildly to say, with M. G. Toudouze, that these arch-corsairs were possessed of a "demon of adventure."

In this early period, the reader will be struck by the good fortune of the modern world in possessing so much well-preserved or easily-reconstructed evidence. It is possible to speak with a considerable degree of certainty about ancient navigation (despite the everlasting controversy concerning the Greek trireme), and the reader of this book will congratulate himself that it is also possible to place



THE STERN OF THE "SOLEIL ROYAL" (ILLUSTRATED IN COLOUR OPPOSITE), THE FRENCH FLAGSHIP DESTROYED AT THE BATTLE OF LA HOGUE IN 1692: AN EXAMPLE OF DECORATIVE NAVAL ARCHITECTURE IN THE DAYS OF LOUIS XIV.—[From a Drawing in the Musée de la Marine.]

richer in every element of hardihood than any other that the world has seen. The sun of Spain rises and sets; and for two centuries English, French, and Dutch dispute the freedom of the seas unremittingly until Trafalgar puts a period to a whole era. All this is far too long and complex a story to be followed in detail here, but there is no essential aspect which has been overlooked in this chronicle. Nor is the story solely one of war; the development of the mercantile marine and of the science of navigation is amply documented, and not the least interesting part of this section is the description of "life at sea" in the seventeenth and eighteenth centuries. The marvel is that men should have voluntarily undertaken, and, having undertaken, should have survived, such hardships. But—*nil mortalibus arduum est!*

By the end of the eighteenth century there was little more left for questing man to discover, except at the Poles, and with the nineteenth century begins the period of mechanical power and swift progress in the adaptation of ships to speed,



NAPOLEON'S SURRENDER A FEW WEEKS AFTER WATERLOO: THE EMPEROR GOING ABOARD THE BRITISH LINE-OF-BATTLE SHIP "BELLEROPHON," OFF ROCHEFORT, ON JULY 15, 1815—(ON THE RIGHT) THE BRIG "ÉPÉRIER," WHICH HE HAD JUST QUITTED.

Illustrations on this Page from "Histoire de la Marine." By Courtesy of "L'Illustration."

* "Histoire de la Marine." Text by Georges G. Toudouze, Ch. de la Roncière, Joannès Tramond, Cdt. Rondeleux, Charles Dollfus, and Raymond Lestonnat. Art Editor—Albert Sebillé, assisted by René Lefebvre. (L'Illustration, 13, Rue St. Georges, Paris; 220 francs.)



RECALLING THE VICTORY OF LA HOGUE: THE QUARTER-GALLERY OF THE FRENCH FLAGSHIP, "SOLEIL ROYAL," WHICH WAS DESTROYED BY A FIRESHIP.

The great naval victory of the English and Dutch fleet under Edward Russell (first Earl of Orford) over the French fleet at La Hogue, on May 29, 1692, is recalled by this picture showing the highly decorated stern of the "Soleil Royal," flagship of the French commander, the Comte de Tourville. During the days following the battle, many of the largest French vessels, including the "Soleil

Royal" herself, were destroyed by fireships. It is recorded in the volume from which this illustration comes—"Histoire de la Marine"—that when a fireship had grappled her stern, she blew up with "a terrific explosion, men being flung into the air like flies." Naval architects of the seventeenth century, blissfully ignorant of "functionalism," adorned their ships with elaborate gilded carving.

FROM A GOUACHE BY P. VARY, IN THE ANNEXE OF THE BIBLIOTHÈQUE NATIONALE AT NOGENT-SUR-MARNE. REPRODUCED FROM "HISTOIRE DE LA MARINE." (SEE REVIEW ON ANOTHER PAGE.)



Quint le roy d'Angleterre & ses marchans eurent ordonnees leurs batailles et leurs navires moult richement & paierent. Ilz furent tendre et traire les voiles contremont et vindrent au vent de quartier sur devtre po. au sauvatage du pouscil qui en venant leur estoit ou visage. Si saugerent que ce se. pouoit trop myre et detruire bng

pu et tournoierent tant q's leurant a leur volente. Les normans qui les voyent tourner, se merueilloient po. quoy ilz se faisoient & disoient ilz resongnet et reculent. Car ilz ne sont pas gens pour combattre a nous. bñ voient les normans par les fumieres q's le roy d'Angleterre y estoit persommesment. Si misrent leurs dussauls en bo. estat. Car ilz estoient saiges en

A NAVAL BATTLE IN THE 14TH CENTURY: THE SEA-FIGHT OFF SLUYS ON JUNE 24, 1340.

In the volume from which the above illustration is taken—"Histoire de la Marine" (reviewed on another page)—we read: "Edward III. in person attacked the stationary fleet, his standard, quartered with the arms of France and England, flying in the wind. In advance of the French line came out four great ships, in one of which—'Christophe de la Tour'—artillery had been used for the first time. . . . Our sailors

fought with fury, but our crossbowmen were inferior to the English archers, whose fire was three times quicker. After a magnificent defence, lasting eight hours, our four large vessels succumbed. The whole first line was broken; the second yielded; the Picardy division was destroyed. The loss of 166 warships left our shores exposed to invasion. Crécy, in 1346, was the corollary to the defeat at Sluys."

FROM A MANUSCRIPT OF "THE CHRONICLES OF FROISSART," IN THE FRENCH BIBLIOTHÈQUE NATIONALE. REPRODUCED FROM "HISTOIRE DE LA MARINE." (SEE REVIEW ON ANOTHER PAGE.)

THE "REVENGE" TAPESTRY: AN UNKNOWN RECORD OF AN EPIC SEA-FIGHT.



"WHILE NOW THE GREAT SAN PHILIP HUNG ABOVE US LIKE A CLOUD": SIR RICHARD GRENVILLE'S SHIP, THE "REVENGE," IN THE IMMORTAL "FIGHT OF THE ONE AND THE FIFTY-THREE"—A NEWLY-DISCOVERED TAPESTRY.

A discovery of immense interest to English naval history was recently announced by Mr. H. C. Marillier, who received from the Brussels Musée de Cinquantenaire, for identification, a photograph of a tapestry depicting an Anglo-Spanish sea-fight of Elizabethan date. The tapestry, which bears the date 1598, and is doubtless Dutch, is in private hands in France, and has remained unknown for over 300 years. Mr. Marillier at first thought it might be a duplicate or replica of one of the ten "Armada" tapestries, woven for Queen Elizabeth, and destroyed in the fire at the old House of Lords in 1834, but comparison with John Pine's engravings of them, made in 1789, proved this theory incorrect. Mr. Marillier then consulted Professor Geoffrey Callender, Director of the National Maritime Museum, who suggested that the tapestry might represent the action of 1591 immortalised by Tennyson in his ballad "The Revenge." Mr. Marillier considers it, "apart from Trafalgar, the most spectacular naval battle in the whole of English history." Study of the flags flown by the different vessels confirmed the identification. Writing in "The Times," Mr. Marillier says: "The tapestry appears to show an early stage in the

encounter. The 'Revenge,' with her foremast shot away, has two Spaniards on her starboard side and two on her larboard. The two ships to starboard are flagships; probably the 'San Paolo' and the 'San Felipe.' The former, bearing the flag of De Baçan at her main topmast head, is to the left of the 'Revenge,' and the rest of the Spanish fleet is clustered farther off to the left. . . . We may conjecture that the ship shown immediately above the 'Revenge' is the 'Pilgrim,' commanded by Jacob Whiddon, which, according to Raleigh, 'hovered all night to see the success, but in the morning, bearing with the 'Revenge,' was hunted like a hare amongst many ravenous hounds' and escaped. One would also like to identify the 'George Noble,' victualler of London, which came up under the lee of the 'Revenge' to offer assistance but was bidden to save herself. The British fleet is seen retreating high up on the right. . . . One would like to believe that the artist was Cornelius van Vroom, who designed the Armada tapestries. The sails and rigging of the 'Revenge' battle are true to period; those of the Armada (in Pine's engravings) are almost eighteenth century in form." Pine may have unconsciously "translated" them.

THE ROYAL FAMILY IN THE NEWS: OCCASIONS AT HOME AND ABROAD.



PRINCESS ELIZABETH AS DOG-LOVER: H.R.H. TAKES HER LITTLE PET, A WELSH CORGI, FOR A WALK IN HYDE PARK.



THE QUEEN VISITS NORWICH: HER MAJESTY RECEIVED AT MILE CROSS BEFORE LAYING THE FOUNDATION-STONE OF A NEW CHURCH, BENEATH WHICH A BIBLE WAS BURIED.

With reference to the photograph seen above, it should be noted that the Queen drove from Sandringham to Norwich on February 2, to lay the foundation-stone of the new church of St. Catherine at Mile Cross, one of the City Council's housing estates. The church was designed by Mr. Alban Carol, and its erection was made possible by the generosity of Miss Violet Wills. Her Majesty was met at the city boundary by the Lord Lieutenant of Norfolk (Mr. Russell Colman) and the Lord Mayor of Norwich (Mr. P. W. Jewson). Beneath the foundation-stone a Bible was buried. The Queen afterwards drove to the Bishop's Palace, where she took luncheon with Bishop and Mrs. Pollock. With reference to the photograph on the right: the Duke and Duchess of Kent left Southampton on January 25, on the first stage of their West Indies cruise, in the C.P.R. liner "Duchess of Richmond." They arrived at Tenerife on January 30, and went ashore for a few hours. They were due to arrive at Port of Spain, Trinidad, on February 6. It was understood that they would take a cottage in Trinidad. It was also announced that they would visit Jamaica, and make a flying tour over the Caribbean.



THE ALTERATIONS TO THE KING'S RACING YACHT—TO BRING HER MORE INTO LINE WITH THE MODERN "J" CLASS: LAUNCHING THE "BRITANNIA" AT EAST COWES.

The King's racing yacht "Britannia," which is to undergo alterations with the object of bringing her more into line with the modern "J" class yachts and increasing her speed, was launched from her winter berth at East Cowes, Isle of Wight, on February 4, and towed to Gosport. Alterations will include the removal of her copper sheathing; and changes in her rigging which will make her sail-plan identical with that of the "Endeavour."



THE DUKE AND DUCHESS OF KENT ON THEIR WEST INDIES HONEYMOON TOUR: THEIR ROYAL HIGHNESSES PHOTOGRAPHED AT TENERIFFE, WHERE THEY SPENT A FEW HOURS ASHORE.

TELEVISION ARRIVES: PLANS FOR A LONDON SERVICE—CRYSTAL PALACE TRANSMITTERS; AND A HOME RECEIVING SET.



THE TELECINÉ DISC TRANSMITTING APPARATUS BEING USED FOR THE TRANSMISSION OF ORDINARY STANDARD TALKING-FILMS, IN CONJUNCTION WITH A ROTATING SCANNING DISC (CENTRE) AND A SINGLE PHOTO-CELL (IN METAL BOX, RIGHT).



THE Postmaster-General (Sir Kingsley Wood) recently announced the Government plans for a television service (under the B.B.C., assisted by an Advisory Committee), expected to begin in the latter half of this year. Two systems—those of the Baird Television Co., Ltd., and the Marconi-E.M.I. Co.—are to be tried at the London station, operating alternately, but the same type of television receiving set will suit both systems. Sets may cost from £50 to £80, but this price may be much reduced later with competitive production of sets on a large scale. Our photographs illustrate the Baird system installed at the Crystal Palace, whence, on February 2, indoor and outdoor scenes were transmitted to an audience in Westminster. The subjects included horses jumping and racing, film scenes, and a "Mickey Mouse" picture. Mr. Baird was asked (by an "Observer" representative) to explain in simple terms

[Continued opposite.



OUTDOOR SUBJECTS: TELEVISION HORSE-JUMPING SCENES IN THE CRYSTAL PALACE GROUNDS BY THE INTERMEDIATE FILM HIGH DEFINITION PROCESS, IN WHICH A FILM OF THE SCENE, TAKEN BY A CINEMATOGRAPH CAMERA, IS DEVELOPED IN A FEW SECONDS AND TRANSMITTED BY WIRELESS.

THE LATEST TYPE OF HOME RECEIVER FOR VISION AND SOUND, WITH A FLUORESCENT SCREEN 8 BY 6 IN., COSTING ABOUT £50 (ANOTHER, WITH 12 BY 9 IN. SCREEN, COSTS ABOUT £80) — HERE SHOWING A "MICKEY MOUSE" PICTURE.

how it is done. In his reply he said: "The person being televised is rapidly traversed by a small spot of light. The light thrown back affects a photo-electric cell, which in turn controls the intensity of wireless waves sent out. At the receiving station the wireless set picks up these modulated waves, and delivers a modulated current which, applied to a loud-speaker, gives a peculiarly high-pitched noise. This sound is really the picture, and is made into the picture by the receiving apparatus." The Crystal Palace was chosen for the studios as the highest point in London, the top of the South Tower (on which are the Baird aerials) being 680 ft. above sea-level, giving the maximum range possible in Greater London.



INDOOR SUBJECTS: TELEVISION A SPANISH SCENE IN A STUDIO AT THE CRYSTAL PALACE, TAKEN ON A CINÉ-FILM BY MEANS OF THE INTERMEDIATE FILM TELEVISION PROCESS AT THE STUDIOS OF THE BAIRD TELEVISION COMPANY.



THE MAIN CONTROL ROOM FOR VISION, SOUND, AND SYNCHRONISING AT THE CRYSTAL PALACE STUDIOS OF THE BAIRD TELEVISION COMPANY: THE CENTRE WHERE ALL THE TRANSMITTING APPARATUS IS OPERATED.

MILITARY MANOEUVRES IN INDIA: "BATTLEFIELD" SCENES NEAR DELHI.



ON THE "EASTLAND" FRONT DURING THE EASTERN COMMAND MANOEUVRES CARRIED OUT BY 15,000 BRITISH AND INDIAN TROOPS: GARHWALIS ADVANCING UNDER COVER OF HIGH PAMPAS GRASS.



AN ADVANCE PARTY OF THE "EASTLAND" ATTACKING FORCE: A DETACHMENT OF GURKHA RIFLES TAKING ADVANTAGE OF SUCH LITTLE COVER AS WAS AVAILABLE.



ON THE "WESTLAND" FRONT: A MACHINE-GUN PICKET IN A HASTILY-CONTRIVED "NEST."



ON THE "WESTLAND" FRONT WHEN THE "EASTLANDERS" WERE PRESSING AN ATTACK: 6-INCH HOWITZERS IN ACTION; GUNS WHICH AFTERWARDS FIGURED IN THE GREAT PARADE IN DELHI BEFORE THE PRIME MINISTER AND SUPREME COMMANDER-IN-CHIEF OF NEPAL.



THE 15TH LIGHT BATTERY GOING INTO ACTION ON THE "EASTLAND" FRONT DURING THE MANOEUVRES, WHICH WERE WATCHED BY THE COMMANDER-IN-CHIEF OF THE ARMY IN INDIA AND BY THE PRIME MINISTER AND SUPREME COMMANDER-IN-CHIEF OF NEPAL.

THE Eastern Command manoeuvres, carried out in January by 15,000 British and Indian troops under General Sir Norman Macmullen, aroused much interest. The "battlefield," which was centred on Gurgaon, "Westland's" headquarters, was visited by His Excellency the Viceroy and by H.H. the Maharaja Sir Joodha Shum Shere Jung Bahadur Rana, Prime Minister and Supreme Commander-in-Chief of Nepal, where the ruling power is his in virtue of his office as Prime Minister. In this connection, it may be recalled that during the Great War Sir Joodha Shum Shere Jung, the ruling Prime Minister, placed all his country's resources at the disposal of the Allies, and some 10,000 men of the Nepalese Army served in India; while the twenty Gurkha battalions of the Indian Army were increased to forty. To which may be added the following note from "The Times": "Military representatives of Japan, Afghanistan, and Siam watched the mimic warfare, which also delighted the peasants of the many villages in the neighbourhood, who showed no aversion to light tanks destroying their crops, in view of the fact that the military assessors had agreed to pay cash on the spot for any damage done."



ON THE MARCH TO THE "EASTLAND" FRONT LINE: THE NORFOLK REGIMENT TAKING PART IN THE MANOEUVRES, WHICH CENTRED ON GURGAON, SOME NINETEEN MILES FROM DELHI.



TAKEN BY THREE STURDY GARHWALIS, WHO MOUNTED GUARD OVER IT UNTIL REINFORCEMENTS ARRIVED: A "WESTLAND" ARMOURD CAR CAPTURED DURING THE MANOEUVRES.



ON THE "WESTLAND" FRONT: A VICKERS-BERTHIER GUN USED BY ROYAL DRAGOONS.

FOREIGN AND HOME AFFAIRS: NEWS-PICTURES OF THE WEEK.



THE GERMAN-POLISH RAPPROCHEMENT: GENERAL GÖRING (FURTHER FROM CAMERA), WITH PRESIDENT MOSCICKI OF POLAND, WHOSE HUNTING PARTY HE JOINED.

As we noted in our issue of February 2, when we gave a photograph of him leaving Berlin, General Goring, accompanied by M. Lipski, the Polish Ambassador in Berlin, arrived in Warsaw on January 17, and, after visiting the German Embassy, motored to the Bialowieza Forest, to join President Moscicki's hunting party. General Goring returned to Warsaw on January 31, and, after an official luncheon, was received by Marshal Pilsudski. Afterwards he left by train for Berlin. Although his visit to Poland was ostensibly a private one, it was, of course, given many interpretations. It was held in some quarters that the way was being prepared for a meeting between Herr Hitler and Marshal Pilsudski in the spring. By others it was suggested that the Lithuanian problem was being reviewed in the light of recent developments in Memel. Finally, there was even some talk of an eventual alliance between Germany and Poland.



GENERAL GÖRING JOINS PRESIDENT MOSCICKI ON A HUNTING TRIP: THE PRUSSIAN PREMIER AT THE BUTTS IN THE BIALOWIEZA FOREST.



A LONDON STATUE YIELDING PLACE TO THE EXIGENCIES OF MODERN TRAFFIC DEVELOPMENTS: THE FIGURE OF KING WILLIAM IV., WHICH FACED THE CITY END OF LONDON BRIDGE, PACKED ON A LORRY AND EN ROUTE FOR GREENWICH HOSPITAL.

Traffic congestion has led to the removal of the famous statue of King William IV. from its position facing London Bridge in King William Street, in the City. It is being re-erected at Greenwich

Hospital. Here it will be given another pedestal, and it is stated that, by the King's express wish, this will be a square, instead of a round, one. The cost of the removal is estimated at £2000. Modern traffic developments will probably necessitate the eventual removal of many other London statues, more or less well known. The equestrian figure of the Prince Consort at the junction of Hatton Garden, Holborn, Charterhouse Street, and Shoe Lane was mentioned as being likely to follow the example of William IV. shortly.



A NEW KIND OF "LUCKY STRIKE": MME. DION POINTING TO THE HOLE DUG TO UNEARTH THE GOLD INGOTS FALLEN FROM A HILLMAN AIR-LINER NEAR AMIENS.

A consignment of gold was lost from an airliner flying from Paris to London on January 26. The fabric of the machine was found damaged, and it was concluded that the gold had fallen through during a particularly rough crossing. A prolonged search proved futile. Then the gold ingots, worth in all £22,000, were found in a field near Senarpont, some thirty miles west of Amiens. The discovery was made by the wife of an unemployed chair-maker, who saw some splintered wood protruding from



THE GOLD (AND SOME OF THE BOX) WHICH FELL FROM THE AIR-LINER AND WAS RECOVERED IN A FIELD: A FIND FOR WHICH MME. DION RECEIVES £2300 REWARD.

the soil. The ground was frozen hard, and a party was organised at Amiens police station to dig out the gold. The first bar was found two feet below the surface. Later it was announced that underwriters had agreed to pay 10 per cent. of the value of the gold, or about £2300, to Mme. Dion. Mme. Dion is the mother of four children, and works in a mill. The gold was insured with Lloyd's underwriters and the London Assurance.



HENCE "BOOBY"! GANNETS FESTOONING A SHIP FOR NO APPARENT REASON--PERCHING ABOVE A NEWLY-VARNISHED BOWSPRIT.

The correspondent who sends us this unusual photograph notes: "For no apparent reason, but especially before storms or electrical discharges, the birds will festoon the rigging of ships in their vicinity, and no amount of disturbance will keep them away. The snapshot was taken at Cocos Island, in the Pacific Ocean, and it shows the first mate attempting to clear the birds from above a newly-varnished bowsprit." The Booby got its name from its seeming stupidity in permitting

itself to be caught by hand. Sailors apply the term to all gannets, although some ornithologists restrict it to the smaller, tropical species. Those shown are probably brown gannets. "Booby" derives from the Spanish *bobo*, a fool. The "Dictionary of Phrase and Fable" says: "'A booby will never make a hawk.' The bird called the booby, that allows itself to be fleeced by other birds, will never become a bird of prey itself."

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



LORD SELSTON.

Appointed Chairman of the Advisory Committee on Television to the B.B.C. Was Chairman of the Television Committee whose report was published on February 1. Director of Restriction of Enemy Supplies, 1916-19. Postmaster-General, from 1924 to 1929.



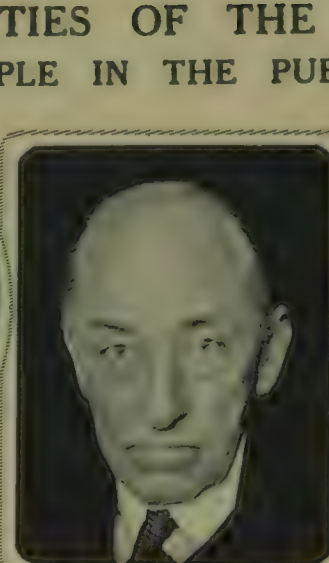
MR. RICHARD BURBIDGE.

Appointed Managing Director of Harrods. Son of Sir Woodman Burbidge, Bt., Chairman of Harrods. A grandson of Sir Richard Burbidge, Managing Director of Harrods for twenty-six years, during the growth of that great concern. Mr. Richard Burbidge is thirty-eight.



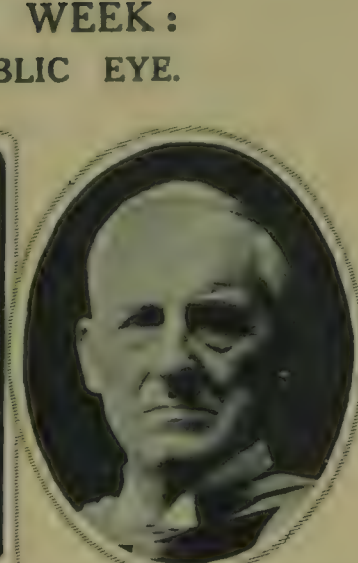
MADAME ALICE ESTY.

The operatic soprano. Died February 1; aged seventy-one. She was associated with the Carl Rosa Opera Company, the Moody-Manners Opera Company, and other musical concerns, and sang at Covent Garden and in New York. She created the rôle of Mimi, in "La Bohème," in England, at Manchester, in 1897.



MR. J. S. FLETCHER.

Poet and author of numerous novels, many about Yorkshire. Died January 30; aged seventy-two. Published "A Picturesque History of Yorkshire," 1899. His novels include "The Secret Cargo" and "The Green Rope"; and his poems, "Leet Livvy."



MR. WALTER PAGET.

Well-known black and white artist. Died January 29. War artist for "The Illustrated London News" with the Gordon Relief Expedition. He was the prototype of Sherlock Holmes as evolved by his brother Sidney, when illustrating the famous Conan Doyle stories.



THE GREAT SCOUT JAMBOREE IN AUSTRALIA: THE GOVERNOR-GENERAL, SIR ISAAC ISAACS, ENJOYING A RICKSHAW RIDE.

The Governor-General of Australia, Sir Isaac Isaacs, was present at the opening of the Scout Jamboree at Frankston, Victoria. He was officially welcomed by Lord Baden-Powell. The Governor-General read a special message from the King, including the following passage: "I watch with interest and pleasure the uninterrupted growth of the Boy Scout and Girl Guide movements in the Empire."



PROFESSOR HUGO JUNKERS.

Founder of the famous German aircraft firm at Dessau. Died February 3; aged seventy-six. He always believed in the all-metal aeroplane; and, in 1910, patented an "all-wing" aeroplane. Mass production of all-metal aeroplanes began at Dessau in 1916.



MAJOR-GEN. J. C. HARDING-NEWMAN.

Largely responsible for the development of the Aldershot Tattoo. Died February 2. He resigned his post, in 1930, as a protest against the interference of an "anti-militarist" Socialist Government with his plans for the Tattoo. He served through the Boer War and the Great War.



MR. A. S. JUNIPER.

Elected Chief Commoner of the City of London, an office of considerable importance in that the Chief Commoner is the spokesman of the Court of Common Council on all official occasions and represents the Common Council at State functions.



ARCHDEACON GIBBS.

Archdeacon Emeritus of St. Albans. Formerly prolocutor of the Lower House of Canterbury Convocation (1925). Died February 1; aged seventy-eight. Vicar of Aldenham, 1884-1913. Archdeacon of St. Albans, 1909-1933. Chaplain to the King, 1921.



THE LATE MR. J. H. WHITLEY—CHAIRMAN OF THE B.B.C. BOARD OF GOVERNORS AND FORMERLY SPEAKER.

The Right Hon. J. H. Whitley, formerly Speaker of the House of Commons (1921-28), and, since 1930, Chairman of the Board of Governors of the B.B.C., died on February 3; aged sixty-eight. He was M.P. for Halifax, 1900-28. He was Chairman of the Whitley Committee, whose recommendations did much to promote the avoidance of, or the peaceful settlement of, industrial disputes.



COL. A. G. C. DAWNAY, C.B.E., D.S.O., WHO HAS RESIGNED HIS B.B.C. APPOINTMENT, FOR REASONS OF HEALTH.

The resignation of Col. Dawnay from his post as Controller of Programmes at the B.B.C. was announced on February 1. In a letter to Sir John Reith, Col. Dawnay said that he had been strongly advised by his doctors to return to the more active life to which he had hitherto been accustomed in the Army. Col. Dawnay joined the B.B.C. in 1933. He served with the Coldstream Guards through the war.



THE INSTALLATION OF THE NEW DEAN OF EXETER: DR. CARPENTER (CENTRE), FORMERLY MASTER OF THE TEMPLE, ABOUT TO ENTER THE CATHEDRAL.

Dr. S. C. Carpenter, for four years Master of the Temple, was installed as Dean of Exeter, in succession to Dr. W. R. Matthews, the new Dean of St. Paul's, at evensong in Exeter Cathedral on February 2. There was a large gathering of clergy, Free Church representatives, and leaders in the public life of the city and the county. The Bishops of Exeter, Crediton, and Plymouth took part in the ceremony.



BY APPOINTMENT



The New Dunlop "90"



Whitbread & Co., Ltd.

I.P.S. & Gilbert Cousland.

Miss Gertrude Lawrence, in the latest Molyneux informal evening gown,
at supper with Mr. Douglas Fairbanks, Jnr., at Grosvenor House

A BEAR SALMON - FISHING: PHOTOGRAPHS THAT DISPOSE OF A MYTH.



PROOF THAT BEARS CATCH FISH BY DASHING INTO THE WATER AND PINNING THEM TO THE BED OF THE STREAM, AND NOT BY SITTING ON A ROCK AND SCOOPING THEM OUT: A BEAR MAKING FOR A PAIR OF SPAWNING SALMON.



HOW BEARS CATCH SALMON BY PINNING THEM DOWN ON THE BED OF THE STREAM: A BEAR WITH A FISH HELD DOWN UNDER ITS RIGHT PAW—THE SEQUEL TO A SUCCESSFUL DASH, A SWIFT GATHERING-TOGETHER, AND A POUNCE.



A BEAR SECURING A TASTY MEAL AMONG SALMON SPAWNING IN AN ALASKAN CREEK: THE FLURRY OF A CATCH.



A BEAR CARRYING ITS CATCH IN ITS MOUTH—TO BE EATEN ON THE BANK: A YOUNG GRIZZLY THAT HAD EVIDENTLY PROFITED BY LESSONS GIVEN IT BY ITS ELDERS.

The photographic expedition to Alaska which secured the remarkable records of bears fishing which are reproduced on this page would seem to have discredited one theory about bears for good and all. Their guide—said the writer of a description of the expedition's adventures, in the American "Nature Magazine"—angrily disposed of the myth that bears sit on rocks in streams and scoop out salmon with their paws. "I never heard anything so ridiculous," he was quoted as saying. "They dash out into the ripple and put one paw down on the salmon—if they're quick enough. Then they grab the fish in their mouths and walk off. . . ." At the time the photographs were taken the salmon were spawning, "flopping, twisting, fighting ever onward up the

stream, the silver horde was coming in," so that an agile bear stood a good chance of pinning down a fish. This was in late July. Here is the description of just such a successful catch as our photographs illustrate. ". . . He charged downstream directly towards the cameras. How the water flew! Frantic salmon dashed about, adding to the spray. . . . Crash! The right paw came down on a dog-salmon, and kept it helpless there, while the bear wheeled about on that foot as a pivot. . . . Down came the great head, seizing the fish. It flopped in the bear's jaws and he put up his left paw to steady it, and get a better hold. Then, with the silvery prey gleaming in his mouth, he strolled over to the bank and was lost to view in the alders."

THE TWO UPPER PHOTOGRAPHS BY COURTESY OF "NATURE MAGAZINE"; PUBLISHED BY THE AMERICAN NATURE ASSOCIATION.

BOOKS OF THE DAY.

TWO events of late have turned our thoughts eastward—recent Japanese moves on the chessboard of China, and the publication of the India Bill. I have books to mention bearing on both these phases of the Asiatic scene, some political in outlook, others mainly descriptive of travel or exploration. In this last category, the most recent arrival is "AN EASTERN ODYSSEY." The Third Expedition of Haardt and Audouin-Dubreuil. By Georges Le Fèvre. With preface by André Citroën, and Introduction by L. Audouin-Dubreuil. Translated and Adapted by Major-General Sir E. D. Swinton (Ole Luk-Oie). With forty Plates (Gollancz; 18s.). This volume, I think, well deserves the distinction of the Book Society's "recommendation." It records the last and most ambitious of the great Citroën expeditions, all under the same leadership, with "caterpillar" cars. The first traversed the Sahara (in 1922-3), and the second crossed Africa from Algeria to the Cape and Madagascar. This third journey (in 1931-2) was the first attempt to cross practically the whole of Asia on such vehicles, and is claimed to be "the only endeavour ever made to penetrate the Himalayas on any form of motor-car." Some of the photographs show what the "going" was like in trackless mountain regions, presenting extraordinary difficulties and dangers. There were other perils, too, from bandits, rebellions, and civil wars, in which some of the explorers became involved.

This book pictures vividly the chaos and turbulence prevalent in China. It is dramatic and readable, enlivened with frequent dialogue, while the illustrations and maps are first-rate, but—strangely enough—there is no index! Summarising experiences and results, the author writes: "Subjected to the trickery of the Chinese, threatened and pursued by marauding brigands, and escaping only by crossing vast frozen wastes, the Expedition had, thanks to its leader, never for a moment despaired of achieving its object. Enriched by 5000 photographs, 200,000 feet of film, drawings, ethnographical documents, mineralogical specimens, objects of art and collections of flora and fauna, it had attained its principal aims." The success of this expedition reflects the greatest credit on French daring and enterprise, but misfortune struck it at the climax by the deaths of its gallant leader, Georges Marie Haardt, who succumbed to pneumonia, at Hong Kong, a few days after reaching Peking; and (not long after) of Lieut. Victor Point, of the French Navy, who led the party from Tientsin that met Haardt in Central Asia.

The manifold diversity of conditions in China was revealed as the explorers moved through the vast country, but at Shanghai, where they arrived at the height of the trouble, a new aspect of the Chinese character was observed. "We had seen China," writes M. Le Fèvre, "in different guises—nomad; sedentary; and timidly official. Now we saw her more confident. . . . We had found her Muhammadan, mediæval, sovietic, Christian; independent and ground down by brigand chiefs; lama-ridden, Mongolian, and divided into tribes; feudal under a prince commanding a dozen standards. We had known her learned in the laboratories of the National Geological Survey; worldly in diplomatic salons; moribund in the gardens of the Winter Palace, and here, at Shanghai, revived, republican and patriotic in face of the Japanese machine-guns." It is a pity she cannot manage to suppress piracy!

Among political studies of the situation north of the Great Wall of China, the latest to hand is a powerful plea for Japan, offered in "THE MANCHURIAN ARENA." An Australian View of the Far Eastern Conflict. By F. M. Cutlack, author of "The Australians: Their Final Campaign, 1918," and Vol. VIII., "Official History of Australia in the War: the Australian Flying Corps" (Sydney: Angus and Robertson; London: Australian Book Co., 37, Great Russell Street; 2s. 6d.). From an Australian point of view, it seems obviously preferable that any expansive tendency on Japan's part should proceed west, instead of south. In demanding reconsideration of the League's judgment against Japan and of Britain's recent Eastern policy, the author says: "It requires little prophetic vision to see Japan established as the pre-eminent Power in the Far East. . . . We in Australia cannot contemplate the future with confidence if Japan's relations with the British Empire and the United States are to become embittered over this Manchurian issue. . . . Considerations of fair play ought also to prompt us. Australia and the United States have each by law barred a continent to Japanese immigration. . . . What right have we to oppose Japanese expansion, driven by irrepressible forces at home, towards the nearest and natural outlet?"

Apart from this security motive, however, the author expresses genuine conviction in the justice of the Japanese

cause. His sympathetic attitude appears, for example, in the remark that the battlefield of Port Arthur "means to the Japanese all that Gallipoli means to the Australians." Mr. Cutlack was recently Special Correspondent of the Australian Press Association in the Far East, accompanied the Australian Government Mission to China and Japan, and afterwards made an independent tour of Manchukuo. Here, of course, he writes unofficially in denouncing the Lytton Report and the League decision. He cites historical evidence that Japan has the best claim to the "No Man's Land" of Manchuria, and urges that it was a serious mistake to brand her as an aggressor.

Mr. Cutlack declares that Englishmen and Americans in Manchuria prefer Japanese in control there, while



THE CAPESTRANO WARRIOR: A NEWLY-UNEARTHED ITALIAN STATUE DATING FROM THE SIXTH CENTURY B.C., AND SHOWING DISTINCT ORIENTAL AFFINITIES; WITH AN INSCRIPTION ON THE RIGHT SUPPORT (POSSIBLY IN OSCAN OR PICENAN) WHICH CAN BE MORE CLEARLY TRACED IN THE UPPER ILLUSTRATION ON THE OPPOSITE PAGE.

those in Shanghai find that Japanese action has had a salutary effect. His denial that Nanking's authority is national recalls Sir Cecil Clementi's recent dictum—that China is "not a nation, but a civilisation." Mr. Cutlack says: "The League's presumptions have been that China is a united nation, and that Nanking is a supreme and sovereign government. The truth is that the authority of the Chinese Republic has been a fiction outside a restricted area in the Yangtse and mid-coastal region; that Manchuria never was subject to that authority; and that Chinese professions at Geneva have been sheer pretence."

These last observations, I may add, agree with private opinions expressed by a relative of mine on his return from China after many years in the East. I am emboldened to mention this point since listening to Mr. Churchill's recent broadcast talk on India, in which he urged us all to ask our friends who had come back from that country what they think of the new Bill. My own friends in India happen to be still there, so that I cannot at the moment obtain from them an immediate answer. Relying on the printed word, like most of us, I have noticed that the books on India which have come my way generally criticise the proposed reforms. An example is "INDIAN BABEL." By Hugh K. Trevaskis. Late Inspector-General of Registration and Director of Land Records, Punjab. Author of

"The Land of the Five Rivers" and "The Punjab of To-day" (Muller; 3s. 6d.). The author sees the Indian problem as mainly economic rather than political, and he outlines an alternative to the reform scheme. "Above all," he says, "the prestige and confidence of the British official must be restored. The problem of the European official is one that has been entirely ignored."

Mr. Trevaskis does not confine himself altogether to economics. He gives a rapid survey of Indian history, and discusses the British attitude towards Indian religions and education, with a sharp dig at Macaulay, who in 1835 was called upon to decide what Indians should be taught, and, scorning the literature of the East, gave them only the English Classics. "It was like placing a powder barrel in front of a blazing fire. The inflammable Hindu was astounded when he read the new doctrines of Western democracy." These remarks on the education we have applied to India will doubtless interest those concerned with the new public school established there, as lately mentioned in the Press. On political matters, Mr. Trevaskis leaves no doubt about his attitude. Regarding the Amritsar affair, he says: "The public censure of General Dyer was the primary cause of all subsequent disorder in India." Again: "If responsible government is given now, it must mean Congress rule. Once Congress get the power, nothing but military force or a successful rebellion can make them quit it." Finally, answering the question, "Is a Safeguard a safe guard?" he concludes: "On the first attempt to enforce them [the Safeguards] effectively, there will be such an uproar as never before . . . till finally, having conceded everything, the British will be faced with the alternative of evacuating or reconquering India." A critic after Mr. Churchill's own heart!

Nowadays the flood of publication is so vast that a book soon becomes, commercially speaking, out of date; but several concerning the East, published within recent months, have not outlived their value. I regret that space compels me to deal with them very briefly. The political awakening of the East, and in particular the ambitions of Japan, are treated from other angles of view (differing considerably from those of Mr. Cutlack) in "THE RECONQUEST OF ASIA." By O. D. Rasmussen (Hamish Hamilton; 10s. 6d.); and "THE FAR EASTERN FRONT." By Edgar Snow. Abundantly Illustrated (Jarrolds; 18s.). Mr. Rasmussen's book is further described as "An analysis of racial conflicts, and the doctrine of Pan-Asianism, which aims at the overthrow of Western domination and exploitation of the Far East." Mr. Rasmussen sees Japan "headed for either glory or damnation." Mr. Snow, who has spent many years in China as a Press correspondent, concludes "that China and Japan must somehow coalesce as the hub of a new Orient fully independent of the West," and he names three military leaders as protagonists of Japanese imperialism. Russian relations with Japan in the Far East are touched on in a concluding chapter on Soviet foreign policy in a famous French statesman's book on his tour in Russia—"EASTWARD FROM PARIS." By Edouard Herriot. Translated by Phyllis Megroz (Gollancz; 10s. 6d.). This work, of course, commands respectful attention.

Three other books express the joys and interests of travel without political motive. Indian religious art inspired two chapters in "TOUCHING THE ORIENT." Six Sketches by Sacheverell Sitwell (Duckworth; 5s.). This little sheaf of essays has the author's usual charm and quality, but seems very slight to form a separate volume. Experiences in Japan, Korea, and Manchukuo, besides China and Java, are picturesquely described, with some incidental reference to political affairs, in "INDISCREET TRAVELS EAST." By R. V. C. Bodley. Fully Illustrated (Jarrolds; 18s.). I notice, in one chapter, an amusing description of a festive incident in Java, where strange adventures befell a bundle of copies of *The Illustrated London News*! I found this book very entertaining. A highly unconventional journey eastward from Moscow is recounted, with vivid detail, in "TURKESTAN SOLO." One Woman's Expedition from the Tien Shan to the Kizil Kum. By Ella K. Maillart. Translated from the French by John Rodker. Illustrated (Putnam; 10s. 6d.). The author is a young Swiss girl distinguished in international sports, and her adventures are typical of the modern feminine spirit. Among her acquaintances she mentions "Commander" Point, who talked to her about the East on his return from the Citroën expedition. Incidentally, Mlle. Maillart asks: "Is there indeed a Yellow Peril?" To judge by some of these books, the answer would appear to be in the affirmative. C. E. B.

THE CAPESTRANO WARRIOR. A STRANGE 6TH - CENTURY B.C. STATUE RECENTLY UNEARTHED IN AN ITALIAN VINEYARD.

IN our issue of January 12 we gave that photograph of the "Capestrano Warrior" which is reproduced on the opposite page. So much interest was aroused that we have no hesitation in reprinting it in conjunction with the two additional photographs here reproduced, and with a descriptive note courteously sent to us by Professor Giuseppe Moretti. Of this note, the following is a free translation: "Early in October, a farmer engaged in digging his vineyard near Capestrano, in the Province of Aquila, found this statue. It had fallen from its base and was lying flat, with the legs broken in pieces. Besides it, at some distance, was found the helmet, with its great brim (over two feet in diameter!); and beneath this was a headless bust of a smaller statue of a woman, in the same style and carried out in the same calcareous stone from

[Continued below on left.



THE MYSTERIOUS "ARMoured" CAPESTRANO WARRIOR—WITH A HELMET WHOSE BRIM IS OVER TWO FEET ACROSS! AN ENIGMATIC RELIC OF THE CIVILISATION OF THE "ITALIC" PEOPLES WHO INHABITED EASTERN ITALY IN THE SIXTH CENTURY B.C.; SHOWING DISTINCT ORIENTAL AFFINITIES.

[Continued.]

the Gran Sasso d'Italia, the mountain range from which the valley of the Tirino descends. The Department of the Superintendent of Antiquities at Rome recovered almost all the missing parts of the larger statue during successive excavations. The figure, which is now being reconstructed, only lacks the crest of the helmet—an important consideration, none the less, for the appreciation of the appearance that the complete statue must have presented. This piece of sculpture, newly installed in the Museo Nazionale Romano, is already attracting that attention from men of science to which its supreme importance entitles it. The relationship which the warrior's panoply has with the grave-furniture of many tombs found in Northern Samnium and in the valleys of Picenum on the Adriatic side, the epigraphic affinities of the inscription cut on the right support of the figure (possibly Oscan or Picenian), and the stylistic characteristics of the statue, all tell the same story. Its authorship is undoubtedly connected with that of some of the *kouroi*, or votive figures, found along the eastern slopes of the Apennines, and imported from the East. The ancient Italian warrior-figure of Capestrano, a work of the second half of the sixth century B.C., is, therefore, a landmark in the unravelling of the history of the ancient 'Italic' civilisation of central Italy."



THE CAPESTRANO FIGURE SEEN FROM BEHIND: A WARRIOR WEARING SIMPLE HARNESS WHICH INCLUDES A CIRCULAR PLATE BETWEEN THE SHOULDERS, MATCHING THAT ON THE BREAST; WHILE THE REMAINS OF THE CREST WHICH ONCE SURMOUNTED THE HELMET CAN BE CLEARLY SEEN.

PICTURES SOLD FROM THE MORGAN COLLECTION: A £300,000 DEAL?

NO less than £300,000 was estimated (unofficially) to have been realised for six Old Masters recently sold by Mr. J. P. Morgan, the American banker, from his famous art collection. The "Daily Telegraph's" New York correspondent stated: "I am informed that the most important item in the whole Morgan collection, Ghirlandaio's 'Portrait of Giovanna Tornabuoni' (opposite page), has been bought by a millionaire collector in the Middle West. The price is reported to have been £100,000. . . . Insistent rumour credits the purchase to Mr. Edsel Ford, son of Mr. Henry Ford. . . . The two paintings sold to the Metropolitan Museum realised, according to the art firm of Knoedler's, which handled the transactions, about

(Continued below.)



BOUGHT BY THE METROPOLITAN MUSEUM OF ART, NEW YORK, AT A REPORTED PRICE OF ABOUT £50,000: A TRIPTYCH BY FILIPPO LIPPI (1406-1469) KNOWN AS "ST. LAWRENCE ENTHRONED," FROM THE J. P. MORGAN COLLECTION.



REPORTED BOUGHT BY A NEW YORK COLLECTOR FOR £40,000: "ELIZA FARREN" (AFTERWARDS COUNTESS OF DERBY), BY SIR THOMAS LAWRENCE (1769-1830)—A PORTRAIT WHICH SHE ASKED THE PAINTER TO MAKE "A LITTLE FATTER."

(Continued.)

£50,000 each. Twin portraits by Hals, of Heer and Mevrouw Bodolphe (page 194), realised nearly £60,000, while Lawrence's portrait, 'Miss Farren,' sold to a New York collector, is stated to have made £40,000. This last work, painted in 1790, caused the artist some trouble. He was derided for showing her muffled in furs in summer, and she herself complained: 'You must make it



BOUGHT BY THE METROPOLITAN MUSEUM OF ART, NEW YORK, AT A REPORTED PRICE OF ABOUT £50,000: "ANNE OF AUSTRIA," BY RUBENS (1577-1640), FORMERLY IN THE DUKE OF MARLBOROUGH'S COLLECTION AT BLENHEIM.

a little fatter, the owner is quite distressed about it'—referring, probably, to the twelfth Earl of Derby, whom she afterwards married. Lawrence was also annoyed because his title, "Portrait of a Lady," was altered in the Academy catalogue to "Portrait of an Actress." Our reproductions of the six pictures, we may add, are from prints in the Sir Robert Witt Collection.

SOLD FOR £100,000? THE "GEM" OF THE MORGAN COLLECTION.



"PORTRAIT OF GIOVANNA TORNABUONI," BY DOMENICO GHIRLANDAIO (1449-1494): A FAMOUS WORK (DATED 1488) RUMOURED TO HAVE BEEN BOUGHT FROM MR. J. P. MORGAN BY MR. EDEL FORD FOR £100,000.

A PAGE FOR COLLECTORS.

A LOST CROMWELLIAN CUP.

By FRANK DAVIS.

this article, and who has been collecting old silver for many years, assures me that I am wrong, and that he can prove it. I now look forward to a stimulating argument, if not to repentance; and in the meantime warn readers of this page to keep an open mind on this particular point.

The other side of the cup is engraved with the Company's ancient armorial bearings, described heraldically as follows:

"Arms (within an elaborate cartouche)—a knitting-frame garnished. Supporters—On the dexter side, a student of the University of Cambridge and, on the sinister side, a woman habited and cuffed, with neckerchief and apron, holding in the dexter hand a piece of worsted knit." Motto: "Speed, strength and truth united."

"The student of the University of Cambridge" thus immortalised as one of the supporters of the Company's arms was William Lea (or, according to "The Encyclopædia Britannica," the Rev. William Lee), of St. John's College, who, in 1589, while living at Calverton, Nottinghamshire, perfected the knitting-frame, an invention which revolutionised

years at Calverton, working his machine, and then came to London. He endeavoured to obtain the patronage of, first, Elizabeth, and then James I., but without success; he was then induced to cross the Channel, where he managed to obtain the powerful support of the French King, Henry IV. (of Navarre), and for a period all went well. After Henry's assassination, however, the fountain of patronage dried up once more; about the year 1610, the inventor died of want, and was buried in Paris in an unknown grave. He never married. His invention is still the basis of all modern knitting-machines, and the hosiery trade all over the world owes its technical efficiency largely to this starved and unsuccessful genius.

In the Company's former Hall there was, I am informed, a painting representing this tradition, showing Lea in late seventeenth-century dress; upon it was the following inscription, quoted in Seymour's "Survey of London," 1733: "In the year 1589, the ingenious William Lee, M.A., St. John's College, Cambridge, devised this profitable art for Stockings (but being despised, went to France), yet of iron to himself, but to us and others, of gold; in memory of whom this is here painted."

Until 1862—a decade, by the way, notoriously lacking in appreciation of the arts in England—the cup remained in the possession of the Company. Then there came a minor financial crisis: the pensioners' homes (at that time in Kingsland Road, London) were in need of repairs; the question came before the Court, and the Master and Wardens

decided to raise the money by selling some old unwanted silver! Several pieces were put together in one lot, among them this cup, and the sum of £79 15s. 1d. was received. The Company added £100 from its corporate funds, the cottages were repaired, and Master and Wardens went about their affairs conscious of duty nobly done. We English were a smug lot in the 1860's.

The cup next turned up in 1911—this time at Christie's, where it brought £800. The following year it found its way to America, and has not been heard of since. To-day, of course, we all realise the stupidity of our grandfathers, not least the present Master and Wardens.

The 1667 inventory gives the weight as 38 oz. 6 dwt. The weight of the cup at Christie's was 28 oz. 13 dwt. There is no reason to doubt the accuracy of the 1667 inventory, and the difference is easily explained by the loss of the original cover. Amateurs of old silver will be able to recall numerous other instances when cups have survived but covers have gone: very, very rarely the missing part has been found—usually it has long since made acquaintance with the melting-pot.

Did space allow, it would be tempting to write at some length of the popularity of the plain

baluster stem, both in silver and in other materials; in England, it first appears about the year 1610, upon goblets with an inverted bell-shaped foot. I must content myself merely with the suggestion that a good deal of interest is to be found in the way in which, later on, the stems of English glasses were based upon this agreeable silver fashion. The turned legs of tables of the last half of the seventeenth century also more or less conform to this type.



THERE are, we are credibly informed, about one hundred and twenty million citizens of the United States of America: one of them is the owner of this cup. Will he be good enough to let me know his name and address?—not, as a lawyer's advertisement would put it, that he may hear of something to his advantage, but that the members of the ancient Corporation to which the cup was originally presented may sleep quietly o' nights. This piece of silver is of considerable sentimental interest to them; it passed from their keeping seventy-three years ago, and they would like to know that it has found a worthy home. They would also, I imagine, like to have a replica made, so that their hospitable dining-table may again bear the weight of a notable item of plate which once graced it during rather more than two hundred years.

Here is the story. The Worshipful Company of Frame-Work Knitters was incorporated by Letters Patent of Oliver, Lord Protector of the Commonwealth, on June 13, 1657, and reincorporated by Charles II. on Aug. 19, 1663. Like the other Companies of the City of London, its business was the regulation of the affairs of its particular trade on the lines of the medieval guilds: like nearly all the other Companies, it has long since lost its powers as a final court of appeal in matters affecting the manufacture of hosiery, but by far the majority of the members are actively engaged in the business, and they do a good deal for the advancement of the craft through the Trade Associations, and by endowing classes and bursaries in various institutes and schools. They also make themselves responsible for the upkeep of cottage homes for forty-two pensioners near Leicester.

The cup illustrated was made in 1656, and given to the Company either the following year or very soon afterwards; anyway, it appears in the earliest inventory extant, that of June 1667.

It stands about 12 inches high, on a slender baluster stem. One side is engraved "The Frame-work Knitters Company, London," in what seems to me eighteenth-century engraving. I should add that I am one of those obstinate sceptics who, when they see this particular type of lettering, assert that it was probably put on about 1710 at the earliest: in the 1650's I expect to see a pointed, elegant script. The Company's learned clerk, Dr. E. A. Ebbelwhite, to whom I am obliged for practically all the facts in

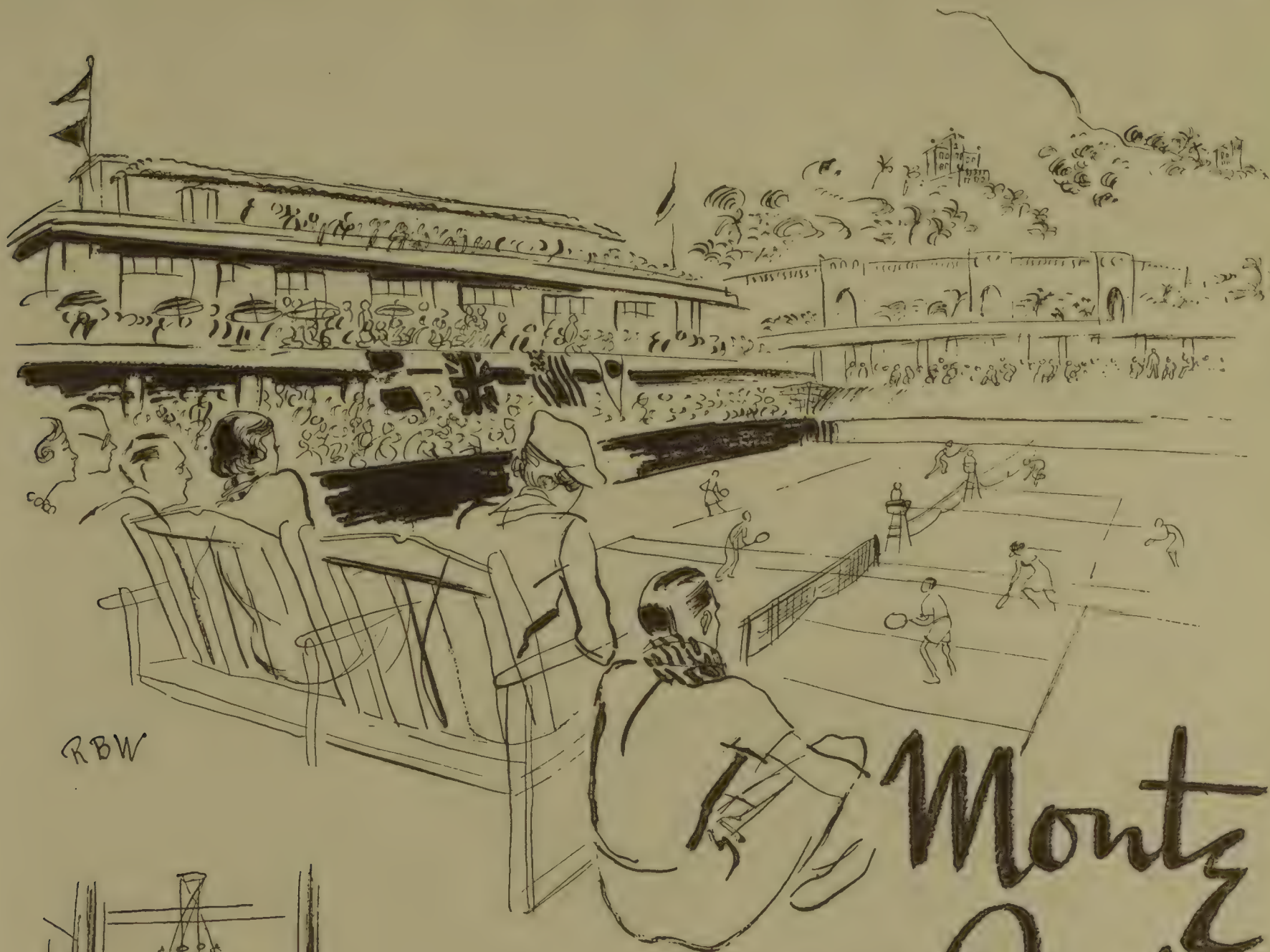


A MAGNIFICENT SILVER CUP MADE IN 1656 FOR THE FRAME-KNITTERS COMPANY; DISPOSED OF IN 1862, AND SUBSEQUENTLY SOLD TO AMERICA: THE FRONT AND BACK OF A MASTERPIECE WHOSE WHEREABOUTS ENGLISH CONNOISSEURS AND THE MASTER AND WARDENS OF THE COMPANY WISH TO DISCOVER. (C. 12 IN. HIGH.)

That such a fine piece of silver as this cup should have been lost sight of is regretted by connoisseurs in this country, and, moreover, the Company might be interested in having a replica made for their table. The original cup was made in 1656, the year before the Company of Frame-Work Knitters was incorporated, under Cromwell. It bears an inscription and the arms of the Company—a knitting-frame garnished, supported by a student of Cambridge University and a woman holding a piece of worsted—with the motto, "Speed, strength and truth united." The University student is a reference to William Lee, who made the first knitting-frame—and died in poverty. The cup was sold by the Company in 1862 for less than £70; resold in 1911 for £800; and then passed to America and was lost sight of.

the manufacture of hosiery. A romantic tradition has attempted to explain the identity of the young woman who appears facing him. Lea is said to have watched a pretty girl spend every moment of her life knitting; he fell in love with her, determined to invent a machine which would make the world an easier place, and in due course produced the knitting-frame. He then married the girl and they lived happily ever after. The truth is not so charming. Lea remained some





Monte Carlo



Games gain here, even for those who, like myself, do not care for them elsewhere, a certain attraction. The players are so apt, the scenes so delightful. It is as though the air and sun brought to the body a new suppleness. Here, whatever your athletic ambition it will be fulfilled, for in the realm of sport, as in every other direction, Monte Carlo grants you your desire. And you will consume a cocktail after the game, not because you are tired, but from your pleasure in living.

Osbert Sitwell

You may not be aware that twice weekly the return fare to Monte Carlo (including sleepers) is subject to considerable reduction.

Staying in Monte Carlo is not expensive even at the best hotels, where an extremely attractive feature, the "pension tournante," gives you the right to take your meals at the "Sporting Club" or the Café de Paris as well as in the hotel restaurants.



FOR BRIDES
AND BRIDESMAIDS.

Fashions for brides and bridesmaids are well understood in the salons of Marshall and Snelgrove, Oxford Street. There are simple and classical frocks for the débutantes, and more sophisticated affairs for the older women. Notes that express the individuality of the wearers are skillfully introduced. The bridal gown on this page is carried out in the palest pink satin, the arrangement of the neck-line is becoming, and so are the sleeves: they might be much wider from the wrists to the elbows, then when the bride moved they would float away and apparently mingle with the train. It is exceptionally long, graceful, and springs from the waist-line.

It is by no means easy to choose frocks for bridesmaids, as there are so many types to be considered. The kindly bride selects something that is of a non-committal character and may be slightly altered to suit the individualities of the bridesmaids. Marshall and Snelgrove are responsible for the dresses portrayed. The old-world frock seen in the centre is of parchment tinted satin with petticoat and berthe of lace strewn with crystals, while the coronet and posy are of Mayfair flowers. The dress on the extreme left is carried out in pale pink satin, the insertions of net on the skirt harmonising with the fabricating medium of the sleeves.

Entirely made by hand is the lingerie that is destined for the trousseau; the materials are as fine as gossamer. Pale pink, green, and sunset are the accepted shades. Night-dresses are accompanied by capes or coats, some being of the Empire character. Sleeves are ever conspicuous by their absence; there are narrow ribbon shoulder - straps, on which the name or monogram is embroidered.



Tailored Suits with a difference.

In addition to the classic tailored suit, over which nothing seems to cast shadows, there are many more frivolous combinations arising. It consists of a coat and skirt; the latter silhouettes the figure falling open in front, thereby revealing a blouse or cravat-waistcoat. Sometimes the latter is of an elaborate design, as in the case of the Georgian character especially, where it is decorated with embroidery. There are also suits finished with a narrow turn over Peter Pan collar. They fasten at the back of the neck with a hook-and-eye. Woolen scarves in glorious colours are cut up to make several versions of these accessories: Reclingotes, or coat frocks, hup-tops, etc., all have their own fashion; they are worn like blouses, as they are perfectly tailored and have a slimming effect. The neck-line is cut square or in a "V"; hence the aspect of the coats may be varied with the aid of the modish accessories that are separate from the main dress and shape. These accessories are blouses, ties, etc., and do not form an integral part of the suit. They are made in every material and shade, and are often forced with chain details that are destined to be tied in a bow at the back or under the chin.

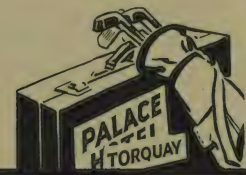
The spring hats are altogether charming; nevertheless, women have to decide whether to will choose their own means of dressing their hair first. Generally speaking, the latter is preferable. Round curls have returned to favour: they must be piled high on the head, by no means an easy thing to achieve. It is advisable to allow a little hair to stray on to the forehead, especially in the vicinity of the temples. Some people may believe that the fringe of the early days of Queen Victoria has been revived, but it is hardly more becoming than what may be called old-fashioned, as in the spring collections there are halo hats of stitched taffeta, with the widow's veil embroidery instead of crape being requisitioned for their adornment. Again, there are bonnets like those worn by Elizabeth in "The Barretts of Wimpole Street," which are decorated with pink-pieced veils as well as the small bouffant hats which have allowed the cap portions to take unto themselves acute angles at the brim. The hats are all made of light materials, and many of them are very girlishly and lightly rest on the curls. In other places, they are well-nigh unrecognisable as belonging to the same family as their prototypes.

How does one pack skis?

On railway platform and luggage grid the disadvantages of most winter holidays are obvious. Where three sat on the back seat in June, now jostle a heavily ulstered Uncle Joshua and a much be-minked Aunt Sibyl. And they are going to catch colds.

Good-bye, Sir Joshua! Good-bye, Lady Sibyll! For we are packing swimming suits, flannels and tennis raquets. To you the merry snowballing, the slides on the pond and other jolly winter sports. For us, a little dip, a little sunbathing, and—a little less expense. Next winter, join us at the PALACE, TORQUAY.

Phone:
Torquay 2271



By Special  Appointment

Court Dressmakers and Tailors
since 1791

Announcement
..of special prices
for Tailoring
& Dress-making

For the purpose of maintaining the Workrooms of the House at full strength at the present season.

Until
Feb. 23
from . . . $8\frac{1}{2}$ gns

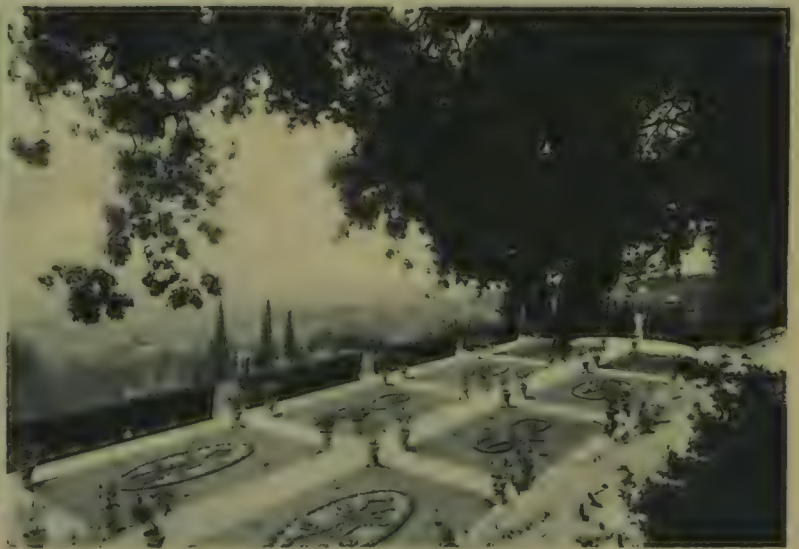
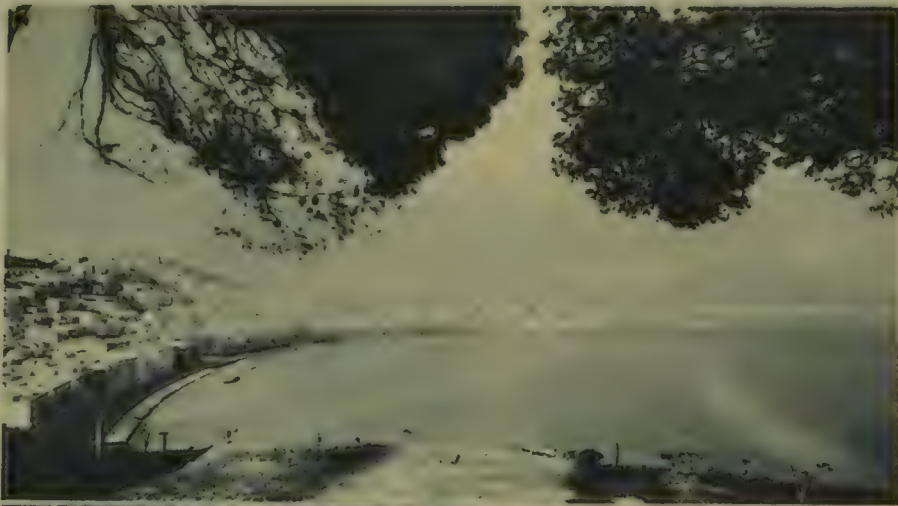
The Standard of English Tailoring

The Tailor - Made
... by Debenhams

*The illustration : . .
is of a Double-Breasted Suit in
overcheck Tweed ; the coat has
smart inset pockets and wide
revers, well cut skirt with
single inverted pleat in front.*

MADE TO ORDER from . . $8\frac{1}{2}$ gns.

Debenham & Freebody
WIGMORE STREET,
W.1.



The Papal Villa at Castel, Gandolfo, near Rome



Spring in

ITALY

50% Reduction on Railway Fares

NAPLES AND ITS WONDERFUL SURROUNDINGS

Capri, Sorrento, Amalfi, Castellammare, Pompeii, Ercolano, Ischia, Ravello

In all seasons the ideal sojourn—
Sports—Social events—Opera season

HOTELS—

CONTINENTALE

On the sea front

GRAND HOTEL

On the sea front

ROYAL

First class, on the sea front

TERMINUS

Next Central Station

EXCELSIOR

On the sea front

PARKER'S

Enchanting view

SANTA LUCIA

First class, on the sea front

VESUVE

First class, on the sea front

ISOTTA & GENÈVE—VITTORIA

Circumvesuviana Railway: to POMPEII, CASTELLAMMARE, SORRENTO

For information apply: Comitato Provinciale Turismo—Naples

SANTA MARGHERITA LIGURE (near Genoa)

One of the most beautiful resorts of the Italian Riviera.
Inexpensive Hotels with excellent cuisine and service.

Apply to: Azienda Turismo—Santa Margherita Ligure (Genoa)

HOTEL CONTINENTALE

60 beds—Terms from L.30

HOTEL LAURIN

30 beds—Terms from L.26

HOTEL REGINA ELENA

80 beds—Terms from L.30

HOTEL EDEN GUGLIELMINA

90 beds—Terms from L.32

HOTEL MIGNON MEDITERRANÉE

40 beds—Terms from L.25

HOTEL SPLENDID—PORTOFINO MARE

70 beds—Terms from L.32

For information apply to:

E.N.I.T., 16, Waterloo Place, Regent Street, London, S.W.1, and all Travel Agencies

SICILY the island of Sunshine, Legend, History and Art

SEASON FROM JANUARY TO MAY

Opera Season in Catania—Classical dances, flower festivals, pageants, in the Greek temples of Agrigento and Taormina—Sicilian Art Exhibition in Siracusa—International motor-boat competition from Cannes to Palermo for the "Blue Ribbon of the Mediterranean"—International golf, tennis—International sailing races in Palermo (prizes up to Lire 40,000)—Motor racing on the Course of the Madonie (prizes up to Lire 150,000)

50% Reduction on Railway Fares

Apply: "Primavera Siciliana"—Palermo

Italian Riviera

SAN REMO

BORDIGHERA

OSPEDALETTI

Sun—Flowers—Gardens, Sea—All sorts of social and sporting events—2 Golf Links

CASINO: Roulette—Trente et Quarante—Baccara—Opera Season—Concerts—Musical Comedies
For information: Azienda Unica di Cura—San Remo

PARMA INTERNATIONAL EXHIBITION OF CORREGGIO'S PAINTINGS

April 21st—October 28th

Correggio's Masterpieces will be sent to Parma from the foreign and the Italian Art Galleries so as to offer an unique occasion to admire the complete works of this great master

REDUCED RAILWAY FARES

ROME

HOTEL EXCELSIOR. Best location in Via Veneto. World-renowned. Very convenient terms.

GENOA

GRAND HOTEL. Centre of diplomatic life. Very convenient terms.

HOTEL COLOMBIA. Latest built. Every comfort. Direct subway from Station. Convenient terms.

Why not a Holiday Next Winter in Beautiful NEW ZEALAND

Where it will be Summer!!

Where also the English £1 is worth £1 4s., as against approximately 12s. 3d. in most European holiday resorts; where you will find a 99% British people who regard the Motherland with affection and will give you the warmest welcome.

- There is no other country of equal size which has scenery so varied and beautiful as New Zealand. Her Sounds are even grander than the Fiords of Norway; her Lakes as beautiful as those of Italy. Her Alps compare with those of Switzerland. She has Thermal Wonders unequalled in the world.
- There is magnificent Trout and Salmon Fishing, and the Deep-Sea Angling for Swordfish and Mako Shark is the Best in the World.
- Incomparable Red and Fallow Deer-Stalking; and Moose, Wapiti, Chamois and Thar are plentiful.
- A special representative of the New Zealand Government Tourist Department, recently from New Zealand, deals with enquiries, and will supply itineraries and estimates of costs.

For full information and booklets apply to

The High Commissioner for New Zealand, 415, Strand, London, W.C.2
Or to LEADING LOCAL TOURIST AND SHIPPING AGENCIES.Run your
PLEASURE
CRUISES

Your 1935 GUIDE

to happy hours
in a home afloat!

This Illustrated leaflet fully describes our popular Thornycroft Cruisers, including accommodation, outfit, constructional details and prices, ready for sea. Each can be handled more easily than a car and is capable of extended coastal and cross-Channel passages. Write to-day—ask for Leaflet No. 1700.

John I. Thornycroft & Co., Limited,
Thornycroft House, Smith Square,
LONDON, S.W.1

SOUTHERN EUROPE'S SUNNY LANDS.

SPRING HOLIDAYS IN FRANCE, ITALY, SPAIN, AND PORTUGAL.

By EDWARD E. LONG, C.B.E., F.R.G.S.

THE month of February brings us near to the advent of spring, and reminds us that now is the time to plan a holiday for the early spring-time, a season of the year when all who can do so should take a holiday, to tone themselves up after the stress of winter. No season is more delightful than that of spring in favoured resorts in the sunny lands of Southern Europe, where those in search of health and pleasure will find no spots more attractive, and certainly none so easy of access.

Along the coast of Southern France, from Marseilles to Menton, lie several of the world's most well-known health

smaller, but very delightful resort, well equipped for sport and pleasure, and its scenic attractions include the Iles des Lérins, one of which, Ste. Marguerite, retains the old citadel which was once the prison of the Man with the Iron Mask, and the Estérel Mountains; whilst the New Esplanade Gardens on the Croisette form a favourite promenade. Cannes has the advantage of being

near to Grasse, where, since the Middle Ages, the flowers of the Riviera have been distilled into perfume, and it is convenient for a visit to St. Raphael, Antibes, and Juan-les-Pins. Menton, amid groves of orange and lemon, with beautiful Cap Martin and the fine Bay of Garavan, is an alluring spot; and Hyères, with its old mediæval houses, its lovely modern palm-lined avenues, and its Iles d'Or, is a fascinating holiday centre.

Italy shares with France the Riviera, and just across the frontier lies Bordighera, a charming blend of the old and the new, set amidst a wealth of tree, shrub, and flower, and with

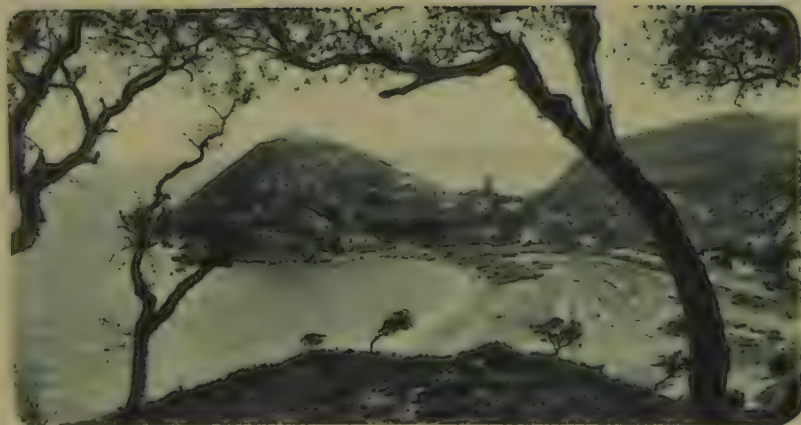
road of striking beauty, which passes the historic old monastery of Cervara, leads to Rapallo, a picturesque old town, with a wonderful scenic setting, vegetation of amazing luxuriance, and well equipped for visitors in every respect.

Italy has yet other resorts where the climate in the spring is extremely enjoyable: Naples, and its incomparable bay, its castles, palaces, fine churches, splendid Aquarium, and gay life, with the treasures of Pompeii and Herculaneum at hand; Amalfi, on the Gulf of Salerno, a sun-trap, with terraced gardens overhanging the sea; Sorrento, high up on a headland, and more beautiful than ever amidst the pink and white bloom of its orchards; and Capri, with its fascinating rock scenery; whilst in the Upper Adriatic there is the little island of Brioni, with a tiny port, a large modern hotel, standing in a natural park of some 1700 acres, and facilities for golf, tennis, and polo—an ideal spot for a restful spring holiday.

Southern Spain offers a wide choice of resorts with a good spring climate—Seville, the gay centre of life in Andalusia, one of the oldest and most interesting cities in Europe, with its treasures of art and architecture, of which the Moorish palace of Alcazar, the tower of Giralda, and the great Gothic cathedral are outstanding; Algeciras, where it is warm and dry, and bracing, and where there is an excellent hotel, the Cristina, with pleasant excursions to "Gib," opposite, and to Tangier, in North Africa; Malaga, beautifully situated on a fertile plain, on the shore of a fine bay, and sheltered from the north by high mountains—the gateway to Granada, and the

Alhambra; Valencia, the third capital of Spain, surrounded by orange groves, and with a most picturesque Market and fine old mediæval buildings; Sitges, a beauty-spot on the lovely coast of Catalonia; Tarragona, on the same coast, the first Roman settlement in Spain, with a history dating back to Iberian times, and a pleasing seaside resort to-day; and Barcelona—the Catalan capital by the sea, with splendid modern hotels and handsome thoroughfares, and a fascinating old quarter. Its climate in the spring is delightful, and it has so many interesting places within easy reach—Montserrat, the monasteries of Poblet and Santa Creus, and the beaches and rocks of the beautiful Costa Brava—that a holiday there is sure to be a successful one.

Portugal has its Estoril—most modern of watering-places, its hotels set amongst groves of palms and beds of flowers, its sandy beach, bordering a fine bay, and extremely picturesque; and its further attractions include a charming golf-course, tennis, a Casino, delightful walks and motor tours, over first-class roads; a most popular one being to the wooded hills, and Moorish and other palaces, of beautiful Cintra; whilst within easy reach is Lisbon, the historic capital of Portugal.



A LOVELY PLACE IN CATALONIA: THE EXTENSIVE BATHING-BEACH BETWEEN THE TWO ROCKY PROMONTORIES AT PUEBLO DE TOSSA.

Photograph, Oficina de Turisme de Catalunya.



A PANORAMIC VIEW OF NICE; SHOWING ITS FINE SITUATION AND ITS WIDE EXPANSE OF SEA-FRONT.

Photograph, French National Touring Office.

resorts, with a setting of great beauty—rocky shore, alternating with stretches of sand, tall cliffs, and lofty headlands, and the hill-sides, richly clothed with vegetation, on which they are built, are ringed round with mountains which afford a perfect shelter from the cold northerly winds and form a natural sun-trap. With such shelter, and their southern aspect, they are favoured with a climate which is sunny and dry, and free from fog and mist. A clear sky, day after day, and abundant sunshine, make life in the open air extremely pleasant, and everywhere there is a profusion of leaf and blossom which gladdens the eye and renders fragrant the air. The hotels of this region, of all grades, are some of the world's finest, and they are offering special terms to visitors for the spring, whilst their attractions in the matter of sport and amusement are certainly unsurpassed.

Monte Carlo, almost magical in the magnificence of its buildings and its entertainments, and with one of the loveliest of situations, heads the list of the Riviera resorts. Its famous Casino and the luxurious International Sporting Club, and the beautiful gardens and terraced walks near by, are the rendezvous for the smartest of people from most of the lands of the earth; whilst lovers of

magnificent panoramic views of the coast. Just beyond it is Ospedaletti, sheltering in a small bay between the headlands known as Capo Nero and Capo Ampeglio, a charmingly laid-out little resort; and next one comes to San Remo, the oldest of the Italian Riviera watering-places, and the largest and most popular of them. It is situated on a pretty inlet, the old part picturesquely strung out on the side of a hill which is a range sheltering San Remo from northern winds; and here the quaint narrow streets, vaulted archways, and vivid colouring make an enchanting picture, of mediæval aspect, and in striking contrast to the stately modern buildings and handsome promenades, profusely planted with palms, terraced gardens, and fine hotels, of the new town. A Casino, with gaming tables; theatre, where operatic performances are given during the season; eighteen-hole golf-course and several tennis courts, figure amongst the many attractions of beautiful San Remo. Thirty miles distant, Allassio stretches along the shore of a wide bay, facing the south-east, and with a fine open situation which has made it peculiarly attractive to English visitors; this, and its cheery social life.

The proud old port of Genoa, with its palaces of the past, and its handsome buildings and thoroughfares of the present, divides Italy's Riviera into an eastern and western section, and, proceeding from the latter eastwards, one finds little Nervi nestling by mountains which come down close to the sea: a fine sheltered promenade by its rugged shore is one of its chief assets, and it leads on to the splendid Portofino Peninsula, with cliffs rising steeply from many tiny bays; and their heights, and the hills above them, are superbly wooded. From here, on a clear day, one has a magnificent panoramic view of the lovely coast-line of the Riviera, and near by is beautiful Santa Margherita, winding along the shore of Tigullio Bay, on rising ground, its hotels and villas almost embowered in the masses of foliage and blossom about them. Enchanting walks abound, and a coastal



SOUTHERN ITALY OPENED UP TO THE MOTORIST: A VIEW OF THE BAY OF NAPLES; SHOWING A PORTION OF THE FINE COASTAL ROAD.

Photograph, Enil London.



ON THE BENIGN ITALIAN RIVIERA: ONE OF THE REPOSEFUL PALM-LINED AVENUES OF SAN REMO—THE CORSO IMPERATRICE.

Photograph, Enil London.

sport flock to its well-known Country Club to see international play in tennis, and hie them up to Mont Agel, to play golf on its far-famed scenic course. Monte Carlo is also a great yachting and fencing centre, and its spring season this year will be a very gay one, with special attractions in music and in opera, as well as in the realm of sport.

Nice, basking in the sun on the shore of its heavenly bay, for its brightness and charm might well be Paris beside the sea. It has all the advantages of a big city, and great historical interest, with its quaint narrow streets and old buildings, its marble cross, and its ancient Château and historic Church of St. Augustin; whilst its handsome avenues and boulevards, outstaring the beautiful palm-fringed Promenade des Anglais, emphasize its modernity, as also its Casinos and other places of amusement, and its facilities for sport. Cannes is a much

close to the sea: a fine sheltered promenade by its rugged shore is one of its chief assets, and it leads on to the splendid Portofino Peninsula, with cliffs rising steeply from many tiny bays; and their heights, and the hills above them, are superbly wooded. From here, on a clear day, one has a magnificent panoramic view of the lovely coast-line of the Riviera, and near by is beautiful Santa Margherita, winding along the shore of Tigullio Bay, on rising ground, its hotels and villas almost embowered in the masses of foliage and blossom about them. Enchanting walks abound, and a coastal



LUXURIOUS MONTE CARLO: A GENERAL VIEW; SHOWING SOME OF THE PALATIAL BUILDINGS AND THE TERRACES OF THIS BEAUTIFUL RESORT.

BOOK YOUR PASSAGE

to the **SUN**

—now!

by **P & O**CRUISES to the MEDITERRANEAN,
ATLANTIC ISLES and NORTHERN CITIESVICEROY OF INDIA. First Class Only. 4 Cruises.
STRATHNAVER & STRATHAIRD. First & 'Tourist.' 10 Cruises.
MONGOLIA and MOLDAVIA 'Tourist' Only. 11 Cruises.Apply P. & O. CRUISES, 14, Cockspur St., S.W.1.
130, Leadenhall St., E.C.3. Australia House, W.C.2,
London, or local agents.LAMPOR & HOLT
CRUISES**"VOLTAIRE"**
&
"VANDYCK"
FIRST CLASS ONLYFEB. 16 "VOLTAIRE"
TO HOLY LAND & EGYPT
From Southampton to Gibraltar, Tunis,
Athens, Rhodes, Haifa, Alexandria,
Mallia, Naples, Ajaccio, Lisbon
33 days from 42 gns.
Passengers may join at Liverpool Feb. 14,
2 gns. additional.MAR. 16 "VANDYCK"
From Liverpool to Cadiz, Palma,
Naples, Cagliari, Lisbon
18 days from 22 gns.MAR. 23 "VOLTAIRE"
From Southampton to Gibraltar,
Tripoli, Athens, Syracuse, Naples,
Capri, Lisbon
23 days from 28 gns.APR. 18 (EASTER) "VANDYCK"
From Liverpool to Gibraltar, Barce-
lona, Rapallo, Civita Vecchia, Ceuta
(for Tetuan) (2 days in Rome)
18 days from 22 gns.APR. 18 (EASTER) "VOLTAIRE"
From Southampton to Gibraltar,
Ceuta (for Tetuan), Villefranche,
Naples, Capri, Lisbon
18 days from 22 gns.MAY 11 "VOLTAIRE"
From Southampton to Ceuta,
Dubrovnik, Venice, Brioni, Split,
Palma, Lisbon
23 days from 28 gns.Window or porthole in every room.
All the amenities of a pleasure-cruise ship
For full details of above and programme of later
cruises from Liverpool and Southampton, apply:-

LAMPOR & HOLT LINE LTD

ROYAL LIVER BUILDING, LIVERPOOL, 27 & 99, LEADENHALL ST
LONDON E.C.3 OR LOCAL TOURIST AGENTS.ISLES OF THE MEDITERRANEAN—NORTH AFRICA—
AND ATLANTIC ISLES.

BOTH for visits when cruising, now so popular, and for holidays ashore, there are many delightful islands in the Mediterranean and in the Atlantic, whilst along the coast of North Africa, too, there are several resorts where the climate is particularly agreeable in the spring.

Palma, their capital, is a charming centre for touring the Balearic Isles, which still possess so much old-world charm. It has a commanding situation, on a fine bay, old Moorish houses, a magnificent Gothic cathedral, and quaint narrow streets,

THE CHARM OF BERMUDA: ONE OF THE LITTLE INLETS ON THE COAST WHICH
ARE KNOWN AS THE FLATS, WITH VEGETATION OF TYPICAL LUXURIANCE.

Photograph Walter Rutherford, Bermuda.

but modern hotels, and from it good motor roads traverse Majorca's lovely coast, where the scenery is strikingly beautiful, and the interior, and lovely Soller, Miramar, and Alcudia are thus brought within reach. Corsica, easy of access from either Marseilles, Nice, or Toulon, has coastal scenery that is really marvellous, high mountains with snow-capped peaks, lakes, and charming valleys, where the vegetation is profuse; hills, the slopes of which are covered with thickets of arbutus, rosemary, myrtle, and honeysuckle—the famous "maquis," which once gave shelter to brigands, and some of the finest pine woods in Europe; and its fascinating capital, Ajaccio, is Napoleon's birthplace. Sardinia, close by, reached from Genoa, Naples, and other Italian ports, deserves to be better known by tourists, for its scenery is extremely attractive, and it has fine old towns—Cagliari, the capital, is noted for its works of art—and a very interesting peasantry.

The island of Sicily, the Mediterranean's largest island, has exceptional charm. Blessed with a climate so sunny and mild that the almond, peach, and other fruit-trees burst into blossom during the month of February, it has a wide range of scenery, and the fertility of the soil gives rise to a vegetation so profuse in some districts as to resemble that of the Tropics. Palermo, the capital, has a lovely setting, on the shore of a wide bay, with fragrant groves of orange and lemon all about it, and a noble amphitheatre of hills. Here Greek, Roman, Saracen, Norman built in turn, and the city is rich in relics of their days, and it has a gay and picturesque life which reaches great heights at Carnival time. At Segesta and Agrigento, magnificent memorials remain of Greek architecture; Syracuse is one vast museum of classic culture, and Taormina enchants one with its beauty, and with its superb view of distant snow-capped Etna.

Malta has mediæval fortresses and battlements, at Valetta, the capital, which delight the eye and stir the imagination; and noble buildings, of the days of the Knights of St. John; and megalithic monuments scattered about the island of transcending interest to the archaeologist; while in Civita Vecchia, the old capital, there are many treasures of the past. Valetta has fine hotels, excellent facilities for sport and amusement, and as a British naval base, with a strong garrison, social life is always gay. Akin to Malta, in their links with bygone ages, are the islands of Cyprus and Rhodes. Rhodes has scores of ancient forts and palaces; in Cyprus the Chapel remains in which Richard Cœur-de-Lion was married; also Othello's Tower, in which the fair Desdemona met with her untimely end. Both islands have an enjoyable climate in the spring.

In Italy's comparatively new colony of Tripolitania, on which vast sums have been spent of late in improvement by Signor Mussolini, Tripoli, the capital, is an alluring holiday centre, with its charmingly laid-out European quarter and its

HISTORIC MALTA: A FINE VIEW OF THE
ENTRANCE BY OLD FORTRESSES DATING

Photograph



A LINK WITH EGYPT'S EVENTFUL PAST: THE CITADEL AT CAIRO.

Photograph P. and O. Line.

splendid hotel. The old town, with its fine Castle, within the walls built when Spain ruled Tripoli, is a maze of narrow, intersecting streets, where life runs on Eastern lines, but where the Arch of Marcus Aurelius, relic of Roman times, still stands; and not far from Tripoli, at Leptis Magna, and at Sabratha, there are imposing Roman ruins, whilst good motor roads lead to the fertile highlands and into the great desert. Adjoining Tripolitania is the French Protectorate of Tunis, of which Tunis, the capital, is an interesting tourist centre, built on a site near to that of ancient Carthage, with a native town in which there are small, tortuous streets, covered over by

arches, along which only foot-passengers can go, and with little shops, with very dark interiors, lining their sides. Tunis affords many an interesting study of native life, and from it a visit is easily made to Kairwan, the "Sacred City of Africa," and its magnificent mosques.

Algiers is a North African health and pleasure resort *par excellence*. It is a striking combination of European and African—the old and the new, with its handsome buildings, squares, and thoroughfares, its luxury hotels, and its clusters of Moorish houses piled up on a steep hillside about the old Kasbah, in which the dread Deys of Algiers had their abode, in the days when the Algerine corsairs were the terror of the Mediterranean. Algiers gives splendid facilities for North African tours, inland, to the Desert, and along the beautiful coast; and its attractions in the way of sport and amusement are manifold. Tangier, the old Moroccan port, where British troops once kept watch and guard, has much spring-time charm, and those in search of the picturesque will certainly find it there; also much to interest them in the fascinating scenes of Moorish life.

It is always spring in the isles of the Atlantic, such as those of Madeira and the Canaries. Funchal, the capital of the former, has one of the most romantic situations imaginable; its steep, cobbled streets are some of the quaintest to be seen, whilst to toboggan down them is to experience a new thrill in life; and its pretty little villas are half-hidden beneath clusters of creeper and blossoms of vivid hue, and the general aspect of the place, strung out on the hill-sides, amidst masses of refreshing foliage, a mosaic of white and green and the other colours of the rainbow, with lofty mountain ranges, dark with forest behind, is a very near approach to one's conception of Fairyland! In Reid's Palace, Madeira has a hotel in keeping with its scenic fame, for it has an ideal site, and its cuisine and accommodation are excellent; and additional attractions are a first-rate British Country Club, with splendid sports facilities, and a funicular railway which takes one to the heights—to gain glorious views.

Of the Canary Islands, Grand Canary and Teneriffe are the two most popular, the former with its fine port and capital of Las Palmas, a delightful town, with modern amenities, and from which you can get quickly into charming country amongst the hills and



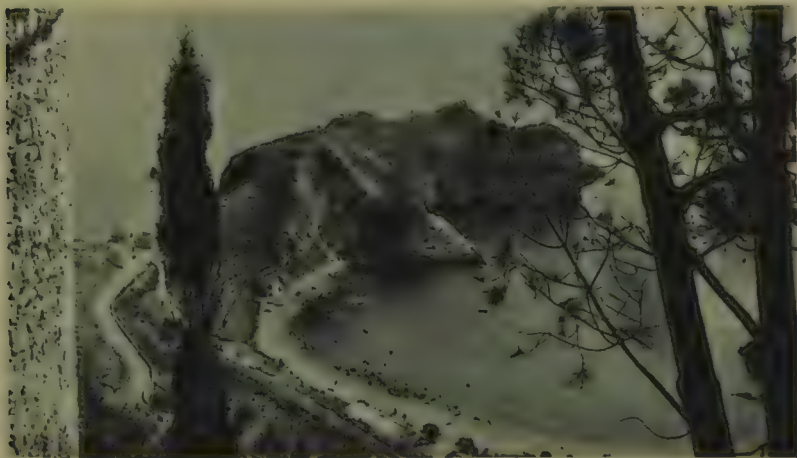
THE AUSTERE BEAUTY OF CORSICA:
A LOVELY SCENE ON THE GOLFE DE PORTO.
Photograph P.L.M. Railway.



VALETTA, DEFENDED AT ITS
BACK TO THE TURKISH SIEGE OF 1565.
L. Cassar.

coral sand, wherefrom the bathing is delightful; calm inland seas of sapphire, studded with small islands of verdant green, ideal for yachting; marine gardens over coral reefs, where wondrous and brightly-coloured sea-plants and fishes are to be seen; an undulating landscape, with a vegetation of extraordinary variety and luxuriance, with hedges of the pink hibiscus and the yellow oleander; whilst in the midst of gardens gay with flowers of temperate and sub-tropical climes stand houses of dazzling white coral-line limestone, some dating back to the reign of James I., when Bermuda became a British colony. In St. George's, the old capital, and in Hamilton, the new one, there are fine hotels, and on Harrington Sound, in the midst of lovely scenery, and with its own private golf-course, Castle Harbour Hotel ranks as one of the finest in the world.

Travellers to the Riviera should bear in mind the special thirty-day return tickets issued from London at a single fare and a third, available on Saturdays and Mondays, and which carry a 25 per cent. reduction on wagons-lits and Pullman supplements, in France; and travellers in Italy their claim to half-fares on return railway tickets to any destination, on production of their passport. As regards air communications with the Continent, Imperial Airways have a service to Paris three times daily, leaving London Airport at 9.30, 11.45, and 17.45, the time taken being 2½ hours; and Air France have a daily (weekdays) service from London to Cannes, via Paris, Lyons, and Marseilles, which connects with coach services for Monte Carlo and other Riviera resorts. Air France also have services to Spain and Morocco; the Balearic Islands and Algiers; Rome, Genoa, and Malta; and to Corsica and Tunis, which enable one to reach the various holiday resorts in the countries named expeditiously, and in comfort.



ROMANTIC SICILY: THE CAPO S. ANDREA, AT TAORMINA, THE BEAUTY SPOT
FAMED FOR ITS ROMANTIC SCENERY.

EASTER HOLIDAY Tour to CANADA and UNITED STATES

Here is a unique opportunity to visit CANADA and U.S.A. this Easter at very moderate cost. An Accompanied 24-days' Tour including Atlantic crossing both ways by the St. Lawrence "Short Sea" route by the popular 16,400 ton liner,

MONTCLARE

Sailing from Liverpool on

APRIL 18

MINIMUM RATE

24 DAYS £53/5/-

or with single rooms in hotels and exclusive use of section on trains £54.15.0. inclusive.

Quebec
Montreal
Ottawa
Toronto
Niagara Falls
NEW YORK

For the one inclusive fare you will voyage across the Atlantic and visit in comfort all the chief cities and beauty spots in Eastern Canada, staying at the best hotels, taking sightseeing drives, and all meals. In addition, you will spend 2 days at New York and explore the wonders of that great city.

"All-in" fare covers everything.

"ACROSS CANADA TOUR"



A grand Seven Weeks "ACROSS CANADA" TOUR visiting all important cities and most famous beauty spots in the Dominion from coast to coast, leaves Liverpool on August 2 by s.s. "DUCHESS OF YORK." Quaint Old Quebec; Nipigon Chalet-Bungalow Camp in the Romantic Backwoods; the Great Lakes; Niagara Falls; the Prairie Provinces; Ottawa; Montreal; the Rocky Mountains—stopping at beautiful Banff; picturesque Emerald Lake; Lake Louise; Thomson and Fraser Canyons; Vancouver and Victoria on the Pacific Coast, etc., etc.

"All-in" fare covers everything.

We have a number of other Tours with moderate "All-in" fares leaving at frequent intervals throughout the summer months, or if you prefer to travel independently we will gladly assist in planning your visit. Write for Canadian Tours programme.



62-65 Charing Cross (Trafalgar Square), London, S.W.1,
103 Leadenhall Street, London, E.C.3, or Local Agents Everywhere.

This Year . . .

COOK'S OFFER a choice of two GRAND TOURS!



Dinkelsbühl



The Bridge of Sighs, Venice

(1). GERMANY

Last year every seat on Cook's Grand Tour of Germany was sold in less than a month after the first announcement. 2000 seats gone in less than four weeks! The waiting lists of hundreds had to be disappointed, for it was impossible to secure further accommodation. This year Cook's are repeating the Grand Tour—2200 miles of travel, good hotels, sightseeing at all places visited—15 Days for £23; absolutely inclusive. 7 departures, the first being on June 15th.

(2). ITALY

Rome! Naples! Florence! Venice! These names must for ever quicken the pulse and waken desire to behold those marvellous and ever-living treasures of art and beauty which they enshrine. We offer you an unforgettable holiday at a cost which never before has been possible. 15 days for £25; absolutely inclusive. Six departures, the first being on May 25th.

If you form a party with your friends—you can travel throughout in the same compartment and stay at the same hotels.

Illustrated leaflets, giving full particulars, free from any office of

THOS. COOK & SON, LTD.,

Berkeley St, London, W.1, and over 350 offices throughout the world



IS AT YOUR DOOR!

A journey to Northern Africa would once have daunted any casual traveller. How different it is to-day with Algiers only 47 hours from London. You are whisked across the loveliest part of France in a fast luxurious train. At Marseilles up-to-date "Transatlantique" steamers ferry you over the blue Mediterranean to Africa. With the fogs of London hardly out of your lungs, you find yourself among orange groves and the shady gardens of Islam. All about you is the glamour of the "Unknown Continent" and the strange beauty of the East.

Cie. Gle.

TRANSATLANTIQUE
French Line C.G.T.

20 Cockspur Street, London, S.W.1, and all leading Travel Agents.

Travel the quick and comfortable way to
**ALGERIA
TUNISIA
MOROCCO**
*Via Paris,
Marseilles and*
"TRANS-ATLANTIQUE"
Steamer
**8 SAILINGS
EACH WEEK**

SPRING-TIME CRUISING HOLIDAYS—TO POPULAR MEDITERRANEAN AND ATLANTIC PORTS.

A COMMENCEMENT has been made already with the cruising season for 1935, and, to judge from the number and variety of the tours offered by the well-known steamship companies, cruising this year is going to be more popular than ever. The Canadian Pacific Line have a number of interesting cruises by their popular "Duchess" boats. The *Duchess of Atholl* (20,000 tons) sails from Liverpool on Feb. 21 on a 28-day cruise, visiting Gibraltar, Tripoli, Athens, Istanbul, Haifa, Port Said, Malta, and Algiers; on March 23 for Gibraltar, Naples, Athens, Messina, Barcelona, and Lisbon; and on April 18 on a 20-day cruise to Algiers, Messina, Athens, Tripoli, Naples, and Lisbon. The *Duchess of Richmond* (20,000 tons) leaves Southampton on March 16 on a 20-day cruise to Madeira, St. Vincent (Cape Verde Islands), Freetown (Sierra Leone), Dakar (Senegal), Las Palmas, and Lisbon, returning to Liverpool; and on April 6 this vessel sails from Liverpool on an 18-day cruise to Corunna, Lisbon, Barcelona, Naples, Malta, and Ceuta. Then, on May 18, the *Montclare* (16,400 tons) leaves Liverpool on a cruise to Lisbon, Gibraltar, Tangier, Barcelona, and Malaga, lasting twelve days. The Canadian Pacific also announce a special Easter cruise to Canada and the U.S.A. of 23 days' duration. It starts from Liverpool on the *Montclare*, on April 18, and it will include visits to Montreal, Ottawa, Quebec, Toronto, the Niagara Falls, and New York. Canadian Pacific Transatlantic tours of from three to seven weeks' duration, at moderate all-in fares, will leave at frequent intervals throughout the summer months.

The Cunard-White Star Line are commissioning several well-known vessels of their amalgamated lines for cruising. The *Lancastria* (17,000 tons) leaves Liverpool on



CRUISING IN THE MEDITERRANEAN: THE CANADIAN PACIFIC LINER "DUCHESS OF RICHMOND" (WHICH TOOK THE DUKE AND DUCHESS OF KENT TO THE WEST INDIES) AT ANCHOR OFF MONACO.—[Photograph Canadian Pacific.]

March 8, calling at Dublin the next day, for a 27-day cruise to Gibraltar, Malta, Athens, Haifa, Port Said, Bizerta, and Lisbon, returning to Dublin and Liverpool; on April 18 for Lisbon and Madeira, a short Easter cruise of nine days; and on May 11 for Ponta Delgada, Madeira, Las Palmas, and Casablanca, 14 days. The *Homeric* (35,000 tons) sails from Southampton on March 16 on a 28-day cruise to Palma, Monaco, Naples, Athens, Rhodes, Haifa, Port Said, Messina, Monaco, and Gibraltar; and on April 18 for Monaco, Naples, Palermo, Algiers, and Lisbon, 16 days. The *Doric* (16,500 tons) starts from Liverpool on April 11 on a cruise of 15 days which includes Gibraltar, Naples, and Malaga, returning to London; and on May 25 from London on a 13-day cruise to Casablanca, Las Palmas, Santa Cruz, and Madeira. The Cunard-White Star also have Atlantic excursions to Canada and the U.S.A., with special rates for the round trip, and allowing fifteen days ashore from the date of landing.

The Royal Mail Line *Atlantis* leaves Southampton on March 9 for Lisbon, Naples, Tripoli, Rhodes, Athens, Malta, and Algiers, a 23-day cruise; on April 6 for Ceuta, Athens, Smyrna (Izmir), Famagusta (Cyprus), Malta, Bizerta (Tunis), and Lisbon, 23 days; on May 3 for Tangier, Tarragona, Barcelona, Villefranche (for Nice and Monte Carlo), Rapallo, Elba (Porto Ferraio), Palermo, Palma, Gibraltar, and Vigo, 19 days; and on May 24 on an 18-day cruise to Ceuta, Naples, Messina, Malta, Bizerta, Tangier, and Lisbon.

The Norddeutscher-Lloyd Line are sending their cruising liner *Columbus* (32,500 tons) on a 13-day cruise from Southampton, on April 4, to Lisbon, Gibraltar, Tangier,



AN AL-Fresco MEAL ON BOARD SHIP: SERVING TEA TO PASSENGERS ON BOARD THE NORDDEUTSCHER CRUISING LINER "COLUMBUS."

Santa Cruz, Madeira, and Villa Garcia (Spain, for Santiago), returning to Bremerhaven; and on May 3 on an 11-day cruise to Lisbon, Gibraltar, Ceuta, and Madeira, also returning to Bremerhaven. Passengers from England by the first cruise will be provided with free first-class passage from Bremerhaven to Southampton by the *Europa*, leaving Bremerhaven on April 17 and arriving at Southampton early the next day; and on the second, by the *Columbus*, leaving on May 16.

The Orient Line have the *Orford* (20,000 tons) leaving London on April 18 for Naples, Athens, Port Said, Alexandria (for Cairo), and Lisbon, returning to Southampton, 22 days; and the same vessel leaves Southampton on May 11

on a cruise to Philippeville (Constantine), Istanbul, Athens, Nauplia (for Mycenae and Epidaurus), Messina, and Gibraltar, 20 days. The *Orontes* (20,000 tons) leaves London on May 4 on a 20-day cruise to Philippeville, Dubrovnik, Venice, Lessina, Korcula, Kotor (for Cetinje), Palermo, and Tangier, returning to Southampton; and on May 25 this vessel leaves Southampton for Vigo, Palma, Villefranche (Monte Carlo), Rapallo, Naples, Capri, and Ceuta, returning to London, 17 days.

The Lamport and Holt Line cruising programme is carried out by the *Vandyck*, which sails from Liverpool on March 16 for Cadiz, Palma, Naples, Cagliari (Sardinia), and Lisbon, 18 days; on April 18 for Gibraltar, Barcelona, Rapallo, Civita Vecchia (for Naples), and Ceuta, 18 days; and on May 18 for Tangier, Palma, Villefranche, Ajaccio, (Corsica), and Lisbon, 18 days; and by the *Voltaire*, which leaves Southampton on March 23 on a 23-day cruise to Gibraltar, Tripoli, Athens, Syracuse (Sicily), Naples, Capri, and Lisbon; on April 18 for Gibraltar, Ceuta, Villefranche (Monte Carlo), Naples, Capri, and Lisbon, 18 days; and on May 11 for Ceuta, Dubrovnik, Venice, Brioni, Split, Palma, and Lisbon, 23 days.

The P. & O. Line commence their cruising season with the *Moldavia* (17,000 tons), which leaves London on April 18 on a 15-day cruise to Cadiz, Algiers, Naples, Gibraltar, and Corunna, returning to Southampton; on May 4 from Southampton for Madeira, Teneriffe, Casablanca, Gibraltar, Vigo, Arosa Bay, and Corunna, 13 days; and on May 18 for Lisbon, Tarragona, Barcelona, Palma, Algiers, and Corunna, 13 days; whilst on May 10 the *Strathaird* (22,500 tons) will leave London on a 21-day cruise

to Ceuta, Malta, Alexandria (for Cairo), Jaffa (for Jerusalem), Port Said, Rhodes, Athens, Palermo, and Corunna, returning to Southampton.

The Blue Star Line have the *Arandora Star* leaving Southampton on April 17 on a 24-day cruise to Tangier, Palermo, Kotor, Dubrovnik, Korcula, Venice, Brioni, Malta, Algiers, Gibraltar, and Arosa Bay (for Santiago); and on May 15 for Tangier, Malta, Messina, Palermo, Naples, Rapallo, Villefranche (for Monte Carlo and Nice), Barcelona, and Lisbon, 20 days.

Apart from these cruises, several lines have special tours to the Mediterranean by their regular liners. Orient liners call at Gibraltar for the south of Spain; at Palma, in Majorca; at Toulon for Corsica and the French Riviera; and at Naples for Malta



BATHING ON BOARD SHIP: A SCENE ON DECK BESIDE THE SWIMMING-POOL DURING THE CRUISE OF A CUNARD-WHITE STAR LINER.

Photograph Cunard-White Star Line.

and Sicily; and the P. & O. and Orient Lines have an arrangement whereby one may travel by P. & O. or Orient liner to Marseilles or Toulon and back, and thence by rail to Monte Carlo or Cannes, with a stay of fourteen days at the Hôtel de Paris in Monte Carlo, or at the Carlton in Cannes: a period of 26 days in all, for an inclusive price. The Bibby Line issue special return tickets to Gibraltar for places in southern Spain and in Morocco (which include a free return ticket to Tangier), and to Marseilles, for resorts on the Riviera; and the Union Castle Line have special tours from London to Tangier, Gibraltar, Palma, Marseilles, Genoa, and Port Said, the first of which is



THE VOYAGE TO MADEIRA: THE ROYAL MAIL CRUISING LINER "ATLANTIS" LYING OFF FUNCHAL, THE BEAUTIFUL CAPITAL OF THE GROUP.

Photograph Royal Mail Line.

by the *Llandaff Castle* on May 16, passengers returning from Port Said by the *Llanstephan Castle* on June 5, or by a later vessel if desired, which calls at the same ports as on the outward journey. Another line with facilities for the Mediterranean is the Nederland Royal Mail, which takes passengers on its regular liners on the Java run to Algiers, Villefranche, and Genoa. Special return tickets are issued to Algiers and to Genoa and Villefranche, and these tickets are interchangeable with those of other lines—the P. & O., Orient, British India, Bibby, Union Castle, and Blue Funnel lines.

For North African ports, the most expeditious route is by rail to Marseilles and thence by the Compagnie Générale Transatlantique Line service to Algiers, Tunis, Oran, Philippeville, Bona, or Bizerta; while another service of this company is between Bordeaux and Casablanca, in Morocco. A new fast liner is being put on the Marseilles-Algiers run in June this year, and besides being the largest ship serving between France and Algeria, will reduce the crossing to Algiers to sixteen hours and bring that fine tourist resort within 39 hours of London! The Compagnie Générale Transatlantique arranges tours of all kinds throughout Algeria, Tunis, and Morocco; and it has an arrangement with the Compagnie Générale Transsaharienne which maintains air and motor services between Oran and Algiers and such distant places as Kano, in Nigeria, Kotonu, in Dahomey, and Lake Chad. From Lake Chad connection is made with Nairobi, Kenya Colony, by way of Ubangi-Shari, Belgian Congo, Rejaf (on the Nile), and Lake Victoria, which thus brings East and West Africa within reach of London with only one day's sea travel! It should be noted, however, that this cross-desert service is confined to two trips per month, and from October to May.



RECREATION ON BOARD SHIP: A FAIR EXPONENT OF MINIATURE GOLF ON A CANADIAN PACIFIC CRUISING LINER OF THE "DUCHESS" TYPE.

Photograph Canadian Pacific.

Spring Cruises "Homeric"

Britain's largest and finest cruising Liner

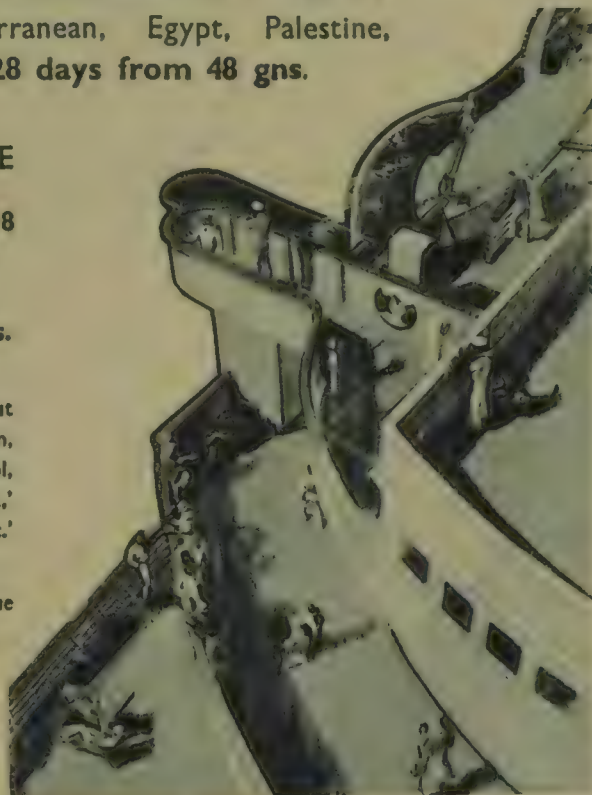
FROM SOUTHAMPTON MAR. 16
Mediterranean, Egypt, Palestine,
28 days from 48 gns.

EASTER CRUISE

From
Southampton Apl. 18
Riviera, Italy
Algiers, Portugal
16 days from 28 gns.

Also cruises throughout the summer from London, Southampton & Liverpool, by 'Homeric,' 'Lancastria,' 'Doric' and 'Laurentic.'

Write for cruise programme to Cunard White Star Ltd., London, Liverpool or local offices and agents.



Cunard White Star



'ATLANTIS'
FOR CRUISING AT ITS BEST

EXCLUSIVELY FIRST CLASS. LIMITED TO 400 PASSENGERS. ONE SITTING ONLY AT ALL MEALS. HOT AND COLD RUNNING WATER IN ALL CABINS.

EARLY OPPORTUNITIES ARE:

FEB. 15. FROM SOUTHAMPTON (ALL CRUISES) TO TENERIFFE, DAKAR, SIERRA LEONE (FREETOWN), GAMBIA LISBON. 20 DAYS. FARES FROM 34 GNS.

MAR. 9. TO LISBON, NAPLES, TRIPOLI, RHODES, PHALERON BAY (FOR ATHENS), MALTA AND ALGIERS. 23 DAYS. FARES FROM 39 GNS.

APR. 6. TO CEUTA, PHALERON BAY (FOR ATHENS), SMYRNA, CYPRUS (FAMAGUSTA), MALTA, BIZERTA (FOR TUNIS), LISBON. 23 DAYS. FARES FROM 39 GNS.

Ask for copy of "Zodiac" Booklet giving details of other Mediterranean Cruises and complete cruising programme.

ROYAL MAIL
ROYAL MAIL LINES, LTD.

AMERICA HOUSE, COCKSPUR ST., S.W.1. ROYAL MAIL HOUSE, LEADENHALL ST., E.C.3, and at SOUTHAMPTON, LIVERPOOL, BIRMINGHAM, MANCHESTER, CARDIFF, GLASGOW or Local Agents.

[Continued overleaf.]

(Continued.)

An extremely interesting long-distance spring cruise is that offered by the Booth Line, to the Amazon, by the *Hilary*, leaving Liverpool on April 5, and which occupies about seven weeks. The route is by way of

the jungle capital, is reached, whence there are excursions to the lovely Taruma Falls, and you are able, in small boats, to paddle through flooded forest and see at close quarters the amazing luxuriance and wonderful life of the Amazonian jungle.

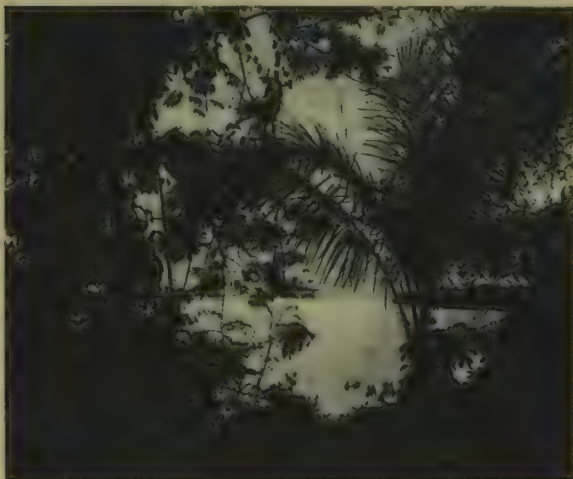
Other long-distance tours are by the Pacific Steam Navigation Company Line, which has the *Orbita* leaving on March 14, and the *Orduna* on May 9, on a 74-day voyage in the course of which calls are made at Bermuda, Nassau, the capital of the Bahamas, Kingston, Jamaica, Havana, Cuba's gay capital, Panama Canal ports, and ports along the coast of Chile and Peru, such as Callao, from which Lima, the fine old capital of Peru, is easily visited, as it is only five miles distant, and Valparaiso, Chile's largest port and a city of handsome buildings, with Santiago, the capital of Chile, 1700 ft. up, close to the Andes, but a three-hour journey off. Special return tickets to the Bahamas and to Bermuda are issued by these vessels which enable

the homeward journey to be made by another vessel of this line, and which include the hotel charges ashore, transference of baggage from ship to hotel, and vice versa. Tickets are also issued to Bermuda which allow the home-



CRUISING IN LOVELY DALMATIA: AN ORIENT LINER AT DUBROVNIK (RAGUSA).

Oporto, famous for its wine, and its fine high-level bridge across the Douro; Lisbon, Portugal's splendid capital, with its historic associations with Vasco da Gama and the early navigators to the East by the Cape route, and with opportunities for a visit to Cintra the beautiful, and to Estoril, with its pretty plage, and then Madeira. The nine days' voyage across the Atlantic is over waters where the Trade Winds blow gently and life on board ship is one of sheer delight—moreover, as the Equator is crossed, you have the honour of presentation at the Court of King Neptune! Two hundred miles from the South American coast you see the yellow Amazon water—mingling with the Atlantic's blue, and Para, 75 miles up the mighty river, is your first port of call; and a very interesting old town it is, with a cathedral 300 years old, and a fort founded in 1615. After leaving Para, the vessel enters the Narrows, where dense tropical forest lines both river banks, and you meet with strange scenes of tropical life—flocks of parrots and parakeets, butterflies of huge size and the most gorgeous colouring, alligators basking in the sun, and the primitive thatched shacks of jungle-dwellers, built on piles by the water's edge, and at night you hear the cries of the animals of the jungle—the jaguar, the puma, and the monkey known as the "Howler." Later Manaus,



SUNSET ON THE AMAZON: A BEAUTIFUL SCENE, PHOTOGRAPHED DURING AN AMAZONIAN CRUISE BY THE BOOTH LINER "HILARY."

Photograph, Booth Line.



A SHORE EXCURSION FROM A CRUISING LINER: A CHEERFUL BOATLOAD OF PASSENGERS IN THE LAMPART AND HOLT VESSEL "VOLTAIRE."

ward journey to be made by the Furness-Bermuda Line to New York, and thence by North Atlantic Line to the United Kingdom.

Messrs. Thos. Cook and Son act as agents for all steamship lines, and from them tickets can be obtained for all tours and cruises, whilst baggage can be insured and shipped. Their long experience enables them to save passengers a good deal of time and trouble, and to secure the best accommodation for them, whilst the service of Messrs. Cook's agents in the various overseas ports is always at the disposal of their clients. It may also be mentioned that Messrs. Cook and Son, who specialise in overland tours, are organising special fifteen-day conducted grand tours this year in Germany and Italy, after the style of their very successful tours in Germany last year. There will be six in all during the summer, and the Italian tour itinerary will be as follows: first day leave Victoria; second—Genoa; third—leave for Rome; fourth and fifth—in Rome; sixth—leave for Naples; seventh—Pompeii; eighth—Naples; ninth and tenth—Florence; eleventh—twelfth—Venice; thirteenth—leave Venice for Milan; fourteenth—leave Milan for Paris and Boulogne; fifteenth—Boulogne to London.

2 FASCINATING MADEIRA CRUISES

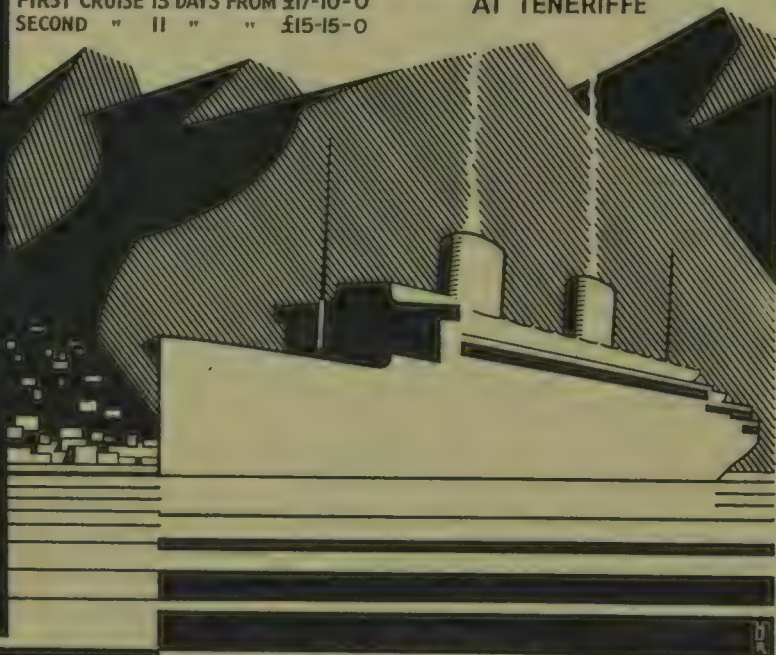
S.S. 'COLUMBUS' 33,000 TONS

APRIL 4
MAY 3

FROM SOUTHAMPTON TO
LISBON · GIBRALTAR
NORTH AFRICA
MADEIRA · VILLAGARCIA
THE APRIL 4TH CRUISE ALSO CALLS
AT TENERIFFE

FIRST CRUISE 13 DAYS FROM £17-10-0
SECOND " " " £15-15-0

ALSO 5 MEDITERRANEAN CRUISES



APPLY

NORDDEUTSCHER LLOYD
11A, REGENT ST. LONDON · S.W.1 · PHONE: WHITEHALL 6344
OR PRINCIPAL AGENTS

EASTER TOUR



1,000 MILES UP THE AMAZON

IN AN OCEAN LINER—Without change of ship

S.S. HILARY

From Liverpool **APRIL 5**

(Also June 4, August 13, October 11 & December 10)

To **PORTUGAL-MADEIRA-BRAZIL**

Duration **7 WEEKS**, Fares: **£75, £80 & £85**

INCLUDING SHORE EXCURSIONS

SINGLE AND DOUBLE
BEDDED CABINS
NO INSIDE ROOMS

For full particulars and
illustrated booklet apply
to Dept. No. 16

Booth Line

CUNARD BUILDING, LIVERPOOL, 3, OR
11, ADELPHI TERRACE, STRAND, LONDON, W.C.2

30 YEARS SUPREMACY IN SLEEPING COMFORT

Every
4'6" Vi-Spring
contains
1056
Springs

even the 3' size has 672 springs made from British Steel Wire, drawn and tempered to our particular specification, and galvanized to prevent corrosion. The upholstery is of superlative quality and in the manufacture only the hand craftsmanship of highly skilled workers is employed. That is the secret of the long life and enduring comfort of the Vi-Spring Mattress. When buying, insist on seeing the 'Vi-Spring' label which appears on every genuine Vi-Spring Mattress. Refuse all imitations; remember that a poor article is never copied and a copy is never as good as the original.

The
Vi-Spring OVERLAY **Mattress**

Write for beautifully illustrated catalogue fully describing the 'Vi-Spring,' sent post free.

Never in its thirty years of unparalleled success has the wonderful Vi-Spring Mattress occupied so high a position in the favour of the public as it does to-day.

The 'Vi-Spring' was the original pocketed spring mattress and it is made to-day on exactly the same principles as those which at its inception secured its world-wide popularity. It represents to-day, as it has always done, the very acme of sleeping comfort; there is not, and never has been, anything to compare with its supreme perfection. Nothing but a genuine 'Vi-Spring' can give you equal value for money.

Sold by all reliable House Furnishers. Sole Manufacturers:

Vi-Spring Products Ltd. 98, Vi-Spring Works, Victoria Road, Willesden Junction, London, N.W.10.

SPORTING PRINTS

The value to-day of old sporting prints is a matter of common knowledge. He is a wise collector who takes the opportunity to acquire, before they are exhausted, copies of the limited editions of prints after LIONEL EDWARDS, GILBERT HOLIDAY, IVESTER LLOYD, FRANK H. MASON, and other famous sporting artists of the present day.

Prices from ONE GUINEA.

Particulars on application, but a personal visit is recommended.

THE SPORTING GALLERY,
7, Grafton Street, Bond Street, W.1.

VICHY-CÉLESTINS



The world-renowned **NATURAL** Mineral Water.
Bottled as it flows from the Spring.

To avoid attacks of GOUT, always drink this **NATURAL** Mineral Water, which is world-famous for its health-giving properties and is a recognised defence against this most distressing malady of mankind.

VICHY-CÉLESTINS may be taken at any time during the day, but it is most effective when drunk half an hour before the three daily meals.

Obtainable everywhere.

CAUTION—See that the label on the bottle bears the name of the
Sole Wholesale Agents:

INGRAM & ROYLE, Ltd.,

Bangor Wharf, 45, Belvedere Road, London, S.E.1.

For information and special literature apply
**GERMAN RAILWAYS
INFORMATION BUREAU**
19, Regent Street, London, S.W.1
or any travel agency.

60% reduction on all German railways. Registered marks cheapen considerably cost of travel and stay in Germany.

**Winter Sports
in Germany**

"Well, have you tuned her up to give a better performance?"

"She doesn't need it sir, just give her 'BP' Ethyl—that's the secret with these snappy engines."



"BP"
ETHYL
for **SNAPPY ENGINES!**

"BP" Ethyl is specially prepared for high compression engines. No livelier petrol can be obtained from any pump. The special dopes used for speed records are both unobtainable and unsuitable for ordinary motoring.



THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

IT is a puzzle to many, when anybody tells you that they wish to buy a car for about £300, whether £20 more or less actually interferes with their judgment. For instance, I had a most enjoyable run on a bright sunny day recently in a 16-h.p. Hillman saloon *de luxe*, listed at £295, while the family saloon model is priced at £269. Performance is as good in one as the other; but I for one would certainly buy the *de luxe*, paying the extra £26, as you receive all and more than that amount in the extra comfort, fittings, and equipment. Is that £26 going to make motorists who can afford these full-sized Hillman carriages buy the family saloon in place of the better *de luxe* article? In reference to this 16-h.p. Hillman—which, by the way, can be bought with a 21-h.p. engine without extra charge—it is one of the best values in to-day's motor market. Its four-speed gear-box is simple to change ratios on; the six-cylinder 2110-c.c. engine, rated at 15.9 h.p., will transport you at all speeds up to and including 70 miles an hour without any fuss, and the brakes are admirable for pulling up in a short distance in emergencies. Naturally both brakes and tyre-inflation pressures must be constantly tested to see that they are properly equalised, and then one can jam the foot hard down on the pedal-brake, knowing with confidence the car will not skid or "twist its tail." It is a car in which one averages over 30 miles an hour, without any endeavour to do so, in a 100-mile run, say from Piccadilly (London) to Benson, near Oxford, and back, passing through the area of Belisha beacons of the West End, the narrow High Street of Staines, crowded with traffic, *via* Runnymede meadows along the Thames to Windsor, and then passing through the upper end of Maidenhead, to speed down its Thicket on the road to Henley. There one must crawl through its narrow outlet to the road to Benson; yet so easily does this 16-h.p. Hillman carry you that the speedometer rises to 50 and 60 m.p.h. and over between the distance of a couple of telephone poles on the open road.

I found the Dunpillo spongy rubber seats most comfortable to sit upon, and those living in foggy districts will be pleased to learn that this Hillman is one of the few 1935 cars which have a front windscreen which opens right out, so that you can see properly without having to drive while craning your neck forward over the steering-wheel on a foggy night. The self-centring action of the steering-wheel lightens the labour of the driver, and the pedal-controls require no big muscular effort, which should gratify women drivers. I should mention, however, that the clutch should be thrown fully out when gear-changing either up or down, and not partly, which is so often done by drivers now synchromesh gears aid them greatly in making a silent change of ratio. The adjustability of the seats and the controls make the 16-h.p. Hillman saloon a prime favourite as a family car. Whether short or tall, thin or fat, you can sit in comfort, whether driver or passenger, with ample room to stretch your limbs. The adjustable foot-rests in the rear compartment are one of many of such comfort niceties in this carriage. But I cannot spare more space to catalogue its many virtues, especially as my advice to those interested is to take a trial run in a Hillman. All the models are good this year.

THE PLAYHOUSES.

"LOVE ON THE DOLE," AT THE GARRICK.

ORIGINALLY produced in Manchester, this play has had a triumphant tour in the North of England, claiming its audiences from those people about whom it is written, and, therefore, know how real or not it is to life. It will be a scandal if it should prove that patrons of the West End theatre are afraid to look at life as it is lived in those places where the price of a stall would go far towards keeping a family in food. The play is grim, brutal, and unnecessarily cynical at times. But it comes from the writer's heart, and, because it is so close to life, laughter mingles with tears. A typical, honest, out-of-work family the Hardcastles seem to be. The mother neat and sober; the father dully embittered that he must eat the bread of charity. Most people will feel a lump in their throat when the son, a lad of sixteen, angrily demands that part of his wages should be spent on buying him his first new suit. The father, realising the justice of the claim, throws aside his pipe—his sacrifice towards the paying of the weekly instalment. Sally struggles to keep the home together, until, her lover being killed while trying to quell a labour riot, she loses heart, and agrees to become the mistress of a prosperous bookmaker. Bitter is the ending when, after a violent scene with her father, she runs from the house—leaving in his hand, as his share in the price of her shame, the offer of a job from her bookmaker protector. At intervals appear a trio of gin-drinking, fortune-telling crones whose sardonic humour points the many morals of this tale. Miss Wendy Hiller, whose first West End appearance this is, is not a genius, but she has talent. In a part that comes to most actresses but once in a lifetime, she made a hit comparable with that made by Miss Edyth Goodall, twenty-odd years ago, in another play from Manchester, "Hindle Wakes." Mr. Julien Mitchell, Miss Cathleen Nesbitt, and Mr. Alec Grandison gave perfect performances as the father, mother, and son. Definitely a play to see.

"BETWEEN US TWO," AT THE CRITERION.

This is a trivial little comedy, concerning a young author and an airwoman who find themselves stranded in the Bahamas. Mr. Jack Melford plays, in too farcical a way, the rôle of an author who wastes his time sending to London periodicals descriptions of places he has never seen. Curiously enough, although a free-lance, he seems unable to tell at a glance whether an envelope contains a cheque or a returned manuscript. Miss Leonora Corbett is not happily cast as the frivolous heroine, though one might believe her capable of making a solo flight round the world. Returning to England, the two marry, and, after the death of their first child, quarrel as to whether or not the wife should be called upon to bear another. She is on the point of acceding to her husband's supplications when a millionaire oil director (Mr. D. A. Clarke-Smith) puts in an appearance and offers her £10,000 for a spectacular flight. She agrees, whereupon her mother-in-law starts throwing her son into the arms of a favourite niece, despite the fact that she appears to be already married. In the end the young couple embark on a flight together, leaving their relations to their own devices. The dialogue is determinedly bright, but lacks the quality of appearing to spring spontaneously from the actors' lips.

We regret that, in describing the wreck of the steamer *Kenkerry* in our last issue, by a slip of the pen this was said to have taken place near Halifax, Newfoundland. This should have been Halifax, Nova Scotia.

CONTINENTAL HOTELS

BALEARIC ISLANDS

Palma de Majorca—Hotel Ingles—gives you the best of the best at mod. rates. Pension fr. Pesetas 13 to 20. Special terms for long stay. English spoken.

FRANCE

Paris—Gd. Hotel and Restaurant du Pavillon—36, rue de l'Echiquier, near the Opera. Write for particulars. "The only one-price Hotel in Town."

Cannes—Hotel des Anglais—Highest class residential hotel in large park. "Going to Cannes means staying at the Anglais."

Cannes—Hotel du Parc.—Finest situation in large park facing sea. Patronised by best British society.

Cannes—Hotel Suisse—Family hotel. Comfortable garden leading to Croisette. Pension 50 Frs.

Hyeres—Hotel Beausejour. Engl. Resid. Hotel in large garden. Engl. Library. Nearest golf, croquet. Fr. 9/- daily. Bertrang, Proprietor.

Menton—Orient Hotel—A most luxurious hotel centrally sitd. 200 rooms, 100 baths. Terms from Frs. 55—per day, facing south. Prop. L. Brunetti.

GERMANY

Leipzig—Hotel Astoria—The latest and most perf. hotel bldg. Select home of Intern. Soc. and Arist'cy. Man. by M. Hartung, Coun. of Com.

Wiesbaden—Hotel Schwarzer Bock—1st-cl. fam. hotel. 300 beds. Med. bath in hotel. Golf, Tennis. Garage. Pension from 8 marks.

Wiesbaden—Hotel Rose—World-renowned Hotel. Own bathing establishment. Patronised by H.R.H. Prince of Wales. Pension from 11 marks.

ITALY

Capri—Hotel Pagano Vittoria—Quietude. Sun. Sea. Garden. Modern comforts. Pension Lire 28-35.

SWITZERLAND.

Adelboden—Adler Hotel & Kursaal—Exc. Skiing & Curling, Indoor Amusements. English Ski Club. Best Food. Incl. terms from fr. 14.

Geneva—The Beau-Rivage. Finest pos. on the lake, fac. Mt. Blanc. All mod. conf. Splen. Ter. with Open air Rstnt. All frmr. prices redcd. Rms. fr. Sw. Frs. 7.

Lausanne—Byron Hotel—Best position, all mod. comfort, first-class cuisine, diet. Weekly terms, all inclusive from £4.0.0.

Lausanne—Palace-Beau-Site Hotels—First class at reasonable rates. Excellent cuisine. Nicest position. Park. Garage. Priv. Tennis. Golf.

Lausanne—The Hotel Victoria—Homelike house, latest comfort. Rooms from 5 frs. Inclusive terms, 13 frs. Garden. Garage. Restaurant.

Wengen—Park Hotel Beausite—1st-cl. with all mod. convenience, in beaut. sun. & central pos. All Sports. Incl. trms with afternoon-tea, from Frs. 16.



VAPEX WILL STOP THAT COLD
A drop on your handkerchief, breathed often,
carries healing vapours into the nose and
throat, relieving congestion and killing the germs.

V.116

just what
YOU want

The Scottish Widows' Fund has made choosing a life policy a very simple matter. Out of a long experience it has evolved plans to meet individual needs exactly. Write to-day stating your case briefly and a booklet will be sent describing suitable policies.

SCOTTISH WIDOWS' FUND

THE
HALL MARK OF
STERLING QUALITY
IN MUTUAL LIFE
ASSURANCE

Write to the Secretary

Head Office:
9 ST. ANDREW SQUARE, EDINBURGH, 2

London Office:
(Temporary Address
during rebuilding)
52 BISHOPSGATE, E.C.2
Tel.: Mansion House 9066.

West End Office:
17 WATERLOO
PLACE, S.W.1
Tel.: Whitehall 6041.

**HERALDRY and GENEALOGY**

TEL.: WHITEHALL 1425.

CULLETON'S HERALDIC OFFICE,
LTD., of 2, King Street, St. James's,
S.W.1, specialise in the tracing of pedi-
grees, in Heraldic work of every descrip-
tion and in designs for all purposes.

Immediate Cash Advances.

£50 to £5,000

WITH OR WITHOUT SECURITY

Branches at Bristol,
Croydon, Leicester,
and Ipswich.

London & Provinces Discount Co. Ltd.,

DIRECTOR: A. ROUTCLIFFE.

78, Queen Victoria St., London, E.C.4

Established 1875. Telephone: City 1864 S.

**ESTORIL—Where Summer Never Ends**

The months slip by magically fast in Estoril—Portugal's loveliest beach—because Summer never seems to end there; November and December are as sunny as July . . .

If climate means anything to you, Estoril will mean a lot to you. And it is so easy and inexpensive to reach. Just embark on a steamer in London and cruise luxuriously for four bright days direct to Lisbon—Estoril is only twenty-five minutes by train or car from there.

For information and literature apply to Estoril-Propagande, Casa du Portugal, 20, Regent Street, London; or 7, rue Scribe, Paris; or write to Sociedad de Propaganda da Costa do Sol, Estoril, Portugal.

Let ILLUSTRATED NEWSPAPERS Help You When You Go to Paris and Berlin.

+ + +

AT the PARIS Offices of "THE ILLUSTRATED LONDON NEWS," "THE SPHERE," "THE SKETCH," "THE TATLER," "THE BYSTANDER," "BRITANNIA AND EVE," "THE ILLUSTRATED SPORTING AND DRAMATIC NEWS," 65 and 67, Avenue des Champs Elysées, and at BERLIN, 32, Kurfürstendamm, there is a comfortable Reading Room where current and back copies of these publications may be read. In addition, advice and information will gladly be given free of charge on hotels, travel, amusements, shops, and the despatch of packages to all countries throughout the world.

All Continental Business Enquiries
should be addressed to:

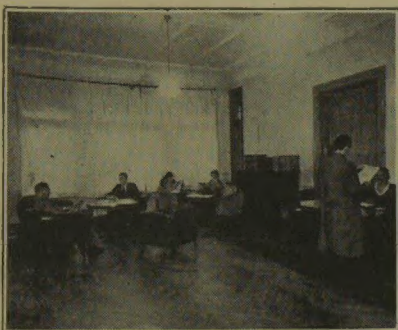
PARIS OFFICE:

65-67, Avenue des Champs Elysées
for

France, Channel Islands, Monaco,
Belgium, Holland, Switzerland, Italy,
Spain, Portugal, Austria, Czecho-
slovakia, Hungary, Yugoslavia, and
the Balkan States.

BERLIN OFFICE:

Kurfürstendamm, 32 for
Germany, Scandinavia, the Baltic
States, Russia and Poland.



The ILLUSTRATED NEWSPAPERS
Reading Room in Berlin.

NICE +
ATLANTIC +
HOTEL +

Newest first-class Hotel, Central Situation on the
Boulevard Victor-Hugo, close to Sea and Casino
200 ROOMS MOD. TERMS CONNECTING ANNEXE

HOTEL ADELPHI

Rooms from 25 francs Own GARAGE with lock-ups
Convenient headquarters for the French Riviera

**C. Brandauer & Co.'s Ltd.
CIRCULAR POINTED
PENS.****SEVEN PRIZE
MEDALS**

These series of
Pens neither scratch
nor spurt. They glide over
the roughest paper with the
ease of a soft lead pencil. Assorted
Sample Boxes, 9d., to be obtained
from all Stationers. If out of stock, send
10d. in stamps direct to the Works, Birmingham.

London Warehouse: 124, NEWGATE STREET, E.C.

START THIS STORY AND YOU WILL WANT TO READ EVERY PAGE IN THIS FINE MAGAZINE



"HE surrounded himself only with those things which could gratify eye or intellect. The originality and grace of his entourage attracted the attention of Nero, and Petronius entered the privileged group that surrounded the Emperor.

In a short time he became his intimate friend. Nero gradually accepted all Petronius' suggestions, and Tacitus says that soon the Emperor enjoyed nothing that did not derive directly from Petronius.

A banquet prepared under the supervision of Petronius was a spectacle of beauty undreamed of and fantastic. Art was wedded to good taste, bold originality to unlimited resource. The selection of vessels, the combination of colours, the complicated machinery installed invisibly in the ivory ceilings so that it seemed the heavens rained rose-petals that changed colour as they fell to the table, wine spouting from amphoræ held by the gilded Danaids that stirred suddenly to unexpected life, the music, the women, their garments. . . . All reflected the personality of Arbiter Elegantiarum. What wonder he became the indispensable companion of Nero . . .

A duel started between Petronius and Tigellinus, the Prefect of the Pretorian Guard. If they had both been of the same nature, Rome would have seen a brilliant competition of wit and talent: but Tigellinus was an enemy who stabbed in the dark: Petronius preferred to fight in the open.

Tigellinus believed in well-studied, well-prepared undermining. Far from being strong enough to meet his adversary with the same weapons, he set out to ruin Petronius by any means. And the most infallible—poison in the ear of Nero.

When diplomacy is degraded to the service of hypocrisy, it is difficult to detect what is really intended as a preparation for an unseen blow to follow.

Petronius was on the *qui vive*. He well knew his danger . . .

At a given moment slaves bore into the middle of the room—a huge bath.

It was filled with hot water, scented with oils of Sicilian Bergamot, festooned with ropes of roses. . . . Petronius rose with

a smile. He waved a hand all round, saluted his friends, bade them go on with the feast, sing, laugh, drink without ceasing.

'Let me die with this scene in my eyes, these sounds in my ears,' he said.

As though he were leading a bride to the marriage bed, he led his beloved to the bath.

The expression of his face changed not one whit. Neither did hers. She felt in that deathly love, that lovely death, the thrill of a thousand nights. . . . Her ecstasy was unbearable to behold. Together they swayed, locked in each other's arms, the length of the bath. . . . They kissed the kiss of life on the threshold of death. There was a flash of white—and a bandage slipped from a wrist to the floor. . . . The music played on. . . .

* * *

When the messenger handed the parcel to Nero, the Emperor thought it was Petronius' will. It was usual to leave legacies to the Emperor, especially after an order of execution, in the hope of saving either the lives of or property for the relicts of the family.

But from Petronius?

No adulation, no legacies, no compliments.

The parcel contained a book, written in complete secrecy. The book described in a cloak of picturesque, graceful, euphuistic language the inner story of those shameful, shameless, famous, infamous orgies of which Nero was the leader. The names were changed but the characters were clear. Details of

which he was supposed to be ignorant were recorded—an immortal catalogue of a less than mortal Emperor . . .



Thrilling? Every line will intrigue and interest you—read it all. . . . "Petronius Arbiter," written and illustrated by F. Matania, R.I.

ALL THESE TO ENJOY IN THE
FEBRUARY "BRITANNIA AND EVE"

HOW TIMES DO CHANGE . . . No. 2:
Newspapers

"GALLOPING NIECES"

by James Francis Dwyer

INTO THE NEW WORLD

by C. Patrick Thompson

MAKING THE KINGS OF TO-MORROW

by Joan Woolcombe

"ACCORDING TO PLAN"

by H. T. W. Bousfield

THE HAPPY EXILES: by Negley Farson

"GREY FOX GOES BACK": by W. R. Calvert

FISHERMEN'S WAR IN THE NORTH-

ERN LIGHTS: by P. Jerome Willis

"TOO GOOD TO PRINT" by Hannen Swaffer

"TARRBRIDGE BALLOONS, LTD."

by Charles G. Booth

BOOKS: reviewed by Arnold Palmer

THE PLAY-WAY OF LEARNING by "Lisa"

WHAT I HAVE BOUGHT THIS MONTH

HEALTH AND BEAUTY: by "Chrysis"

RADIO—A MODERN MIRACLE

by Winifred Lewis

MOTORING SECTION

conducted by the Earl of Cardigan

I'LL TELL YOU ALL I KNOW

by Mary Young

"JUST AFRICA!": by Arthur Mills

FASHION SECTION: by Jean Burnup

YOUR BEDROOM TO-DAY

by Dexter Morand

DRESS YOUR TABLE ACCORDING

TO THE MEAL

OTHER PEOPLE'S HOUSES:

The London home of Mrs. Philip Astley,

better known as Madeleine Carroll

WHAT HOUSEKEEPING HAS TAUGHT

ME: by Winifred Lewis

A CARDIGAN JUMPER

SOME FAVOURITE PUDDINGS:

Recipes by A. H. Adair

THE BEST DISHES OF OTHER

COUNTRIES: Cucina Italiana

FOR HOUSEWIVES ONLY:

ideas for the Kitchen



**OH! YOU MUST
GET . . .
BRITANNIA
AND EVE**

February issue on sale
Now at all News-
agents and Bookstalls